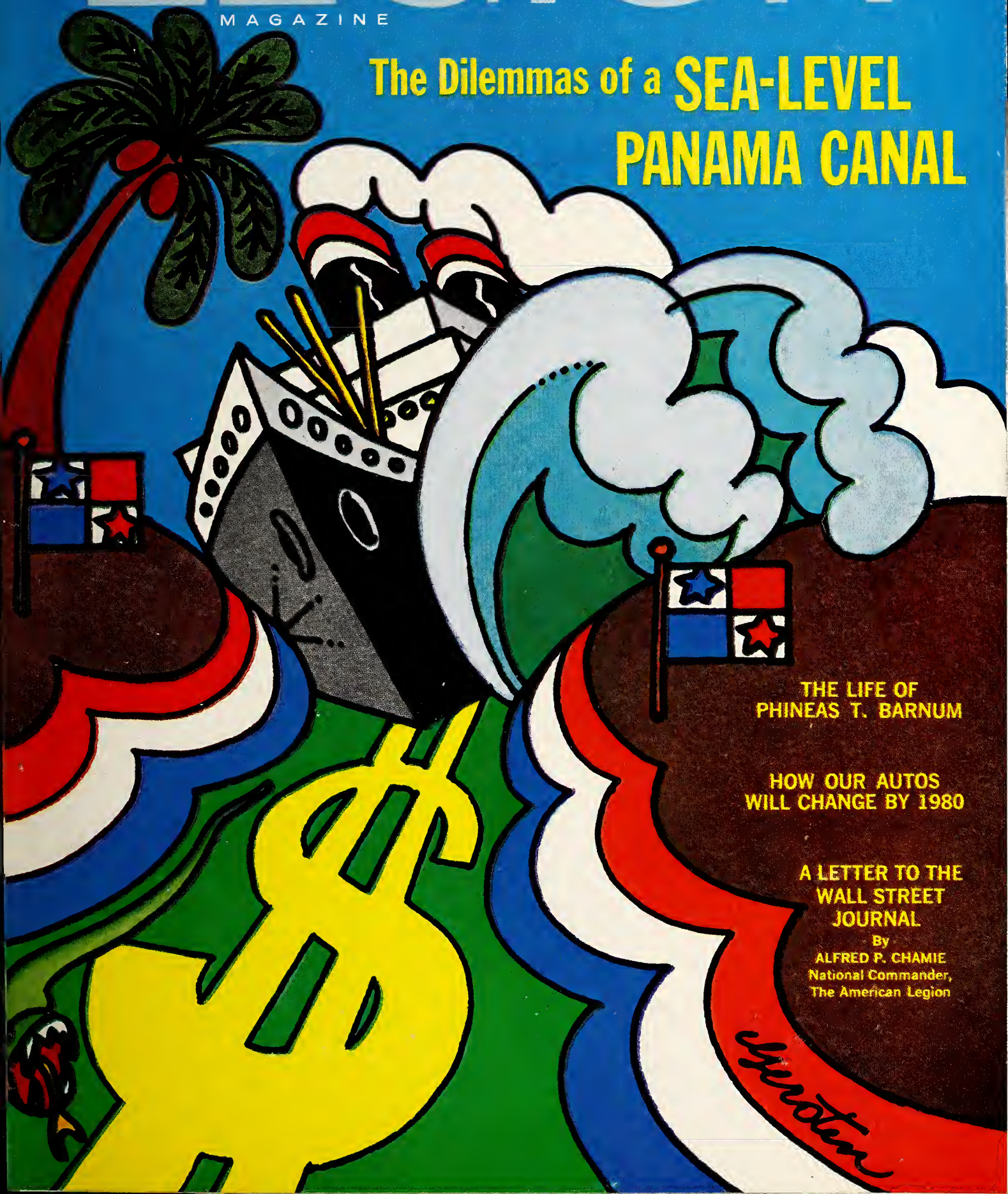


LEGION

MAGAZINE

The Dilemmas of a **SEA-LEVEL** **PANAMA CANAL**



THE LIFE OF
PHINEAS T. BARNUM

HOW OUR AUTOS
WILL CHANGE BY 1980

A LETTER TO THE
WALL STREET
JOURNAL

By
ALFRED P. CHAMIE
National Commander,
The American Legion

Chamie

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The American

LEGION

Magazine

CONTENTS FOR SEPTEMBER 1971

THE DILEMMAS OF A SEA-LEVEL PANAMA CANAL 8

BY IRVING MICHELSON

An official study recommends that we build a sea-level canal across Panama. It faces some difficulties.

THE LIFE OF PHINEAS T. BARNUM 16

BY PEGGY ROBBINS

The story of America's first great showman, from obscurity to fame.

A LETTER TO THE WALL STREET JOURNAL 22

BY ALFRED P. CHAMIE

NATIONAL COMMANDER, THE AMERICAN LEGION

The National Commander points up some positive things that were omitted from a gloomy report on the Legion in the Wall Street Journal.

HOW OUR AUTOS WILL CHANGE BY 1980 26

BY HARVEY ARDMAN

Government has made clear to auto makers the steps they must take to make cars truly safe. Here's how they'll drastically change your car by the end of this decade.

SHOULD THE PRESIDENT'S WAR-MAKING POWERS BE DEFINED? 32

TWO SIDES OF A NATIONAL QUESTION

PRO: SEN. CHARLES McC. MATHIAS, JR. (R-MD.)

CON: SEN. BARRY GOLDWATER (R-ARIZ.)

COVER: DRAWING BY GERRY GERSTEN

Departments

LETTERS TO THE EDITOR	2	VETERANS NEWSLETTER	34
PERSONAL	5	NEWS OF THE AMERICAN LEGION	35
DATeline WASHINGTON	6	LEGION SHOPPER	58
LIFE IN THE OUTDOORS	21	PARTING SHOTS	60

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SEPTEMBER 1971

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LETTERS TO THE EDITOR

**Did you
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largest
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bond in
America?**



Thanks, Mr. Bourbon Lover.

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Letters published do not necessarily express the policy of The American Legion. Keep letters short. Name and address must be furnished. Expressions of opinion and requests for personal service are appreciated, but they cannot be acknowledged or answered, due to lack of magazine staff for these purposes. Requests for personal services which may be legitimately asked of The American Legion should be made to your Post Service Officer or your state (Department) American Legion Hq. Send letters to the editor to: Letters, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

THE MILITARY-INDUSTRIAL COMPLEX

SIR: Your article, "The Pentagon's Alliance with Industry" (June), cites my "What Price Vigilance?" as finding "no relationship between 'hawkish' voting and big defense business." Unfortunately, that is a very great distortion of my work.

I made the distinction between military contracting and direct employment for military installations. True, I did not find any relationship between "hawkishness" and contracting. But I also found, and stated in italics, "*Department of Defense expenditures for military installations go to support and reinforce, if not to promote, a set of hawkish and strongly anticommunist postures in American life.*" The evidence for this is very clear.

BRUCE M. RUSSETT
Professor of Political Science
World Data Analysis Program
Yale University
New Haven, Conn.

Our author, Dr. Albert Weeks, quoted Professor Russett as having found that Congressmen do not vote "hawkish" on broad national defense issues in order to boost military-industrial spending in their districts.

That is what Professor Russett said in his book, and he says it again in his letter, above. It was an accurate quote, in context, and no distortion.

His quoted views about contracts are in full agreement with everyone who has analyzed them straight from the record—including Dr. Weeks, the Congressional Quarterly Almanac and the Christian Science Monitor. Military-industrial spending is not leading us to warlike political decisions. It is a means to fulfilling decisions we make for other reasons.

Professor Russett seems actually to complain because Dr. Weeks did not also quote his views about U.S. spending on military installations. This was not the subject of our article, nor did Dr. Weeks in any way characterize Professor Russett's views or those of anyone else on this subject. Having never mentioned them, he hardly distorted them. Dr. Weeks did have a good deal on this subject in his original manuscript, but we deleted it all. It was off the subject of our article, which was only about military-industrial spending and had nothing to do with military base operations.

The material that we eliminated from

Dr. Weeks' article about military installation spending was very precise and clearly defined—and it was contrary to the rather vague things that Professor Russett says about military installation spending "reinforcing and supporting, if not promoting" hawkish views.

SIR: I found the article entitled "The Pentagon's Alliance With Industry" most interesting. It is refreshing and encouraging these days to see this subject presented with professional objectivity and historical perspective. I applaud the Legion for its constant willingness to present the facts on matters important to America today.

MAJ. GEN. WINANT SIDLE
Chief of Information
Department of the Army
Washington, D.C.

MONDAY HOLIDAYS

SIR: Congratulations to Leavitt A. Knight, Jr., on his fine article, "How the Monday Holidays Came To Be" (July). I believe Mr. Knight and your readers will be interested to know that I introduced legislation in the 91st Congress and again this year that will restore Memorial Day to its original and traditional date—the 30th of May.

As one of the minority who voted against the Monday Holiday bill when it passed the House three years ago, I have introduced my bill in the hope that at least one holiday can be celebrated on the date originally set more than 100 years ago.

HAROLD R. COLLIER (III.)
House of Representatives
Washington, D.C.

SIR: Your review of the history of how the Monday holidays came to be was most interesting. My reaction to the whole thing was sadness. The last two paragraphs just about tell the whole truth of the whole sordid mess. Karl Marx himself could not have done a better job of furthering his party's aims.

As Nikita said, they will take us without firing a shot. However, I doubt if there will be anything left worth taking after just a little more time passes, and a little more diluting and polluting.

FRED J. FLATLEY
St. Louis, Mo.

SIR: Your article on the holiday changes had me scared until, with relief, I finished reading it. Thank goodness New Orleans' famed Mardi Gras (Fat Tuesday) will not be changed to Fat Monday.

ALBERT J. FLATTERY
New Orleans, La.

HURTING OUR FUTURE

SIR: One of the greatest and most potent articles you have ever published was in the July issue—"How We're Hurting" (Continued on page 4)



Real life calls for real taste.
For the taste of your life —
Coca-Cola.



It's the real thing. Coke.

Trade-mark ®

Coca-Cola and "Coke" are registered trade-marks which identify the same product of The Coca-Cola Company.

LETTERS

TO THE EDITOR

Our Future With False Ideas." The authors are to be commended for their excellent and piercing perception of the current state of affairs. Their presentation and construction of these tremendously important concepts was in perfect taste and presented in the most erudite manner. I hope that all of our youth can and will receive this article and digest its viable content.

MICHAEL KOSTYRKA
Lynbrook, N.Y.

SIR: I have just read "How We're Hurting Our Future With False Ideas" by Haig Babian and Peter D. Bolter. It is a remarkable analysis of the thinking of a great number of us. I want to thank them for writing it and you for publishing it.

REGINALD O. GHER
Pequot Lakes, Minn.

SIR: A commendation to Messrs. Babian and Bolter for an excellent presentation of pure common sense. Too many current writers preach to us about our sins of commission or omission. Too few dare to speak of the foibles in our basic attitudes. This was a bull's-eye.

LESLIE G. KINDSCHI
Monroe, Wis.

SIR: I have just reread the article by Babian and Bolter, and I believe they have written the most illuminating truth Legion readers have had the opportunity to peruse for some time. If reprints were made for distribution to high schools, junior colleges, etc., I believe they could not help but make believers out of many young persons who now find so much fault with the so-called Establishment, and would make builders instead of destroyers of them.

S. BUDD HARRIS
Margate, Fla.

CAREERS IN MEDICINE

SIR: Your article, "A Survey of Careers That Need Filling in American Medicine" (July), was most timely and informative. I am a certified guidance counselor and director under the Board of Education in Massachusetts and a veteran Army nurse of WW2 and I strongly feel that health oriented careers are most satisfying and involving. I spend a great deal of time in helping to guide people into this service-occupation field. The article has been helpful; thank you for printing it.

M. W. KENNEDY, RN
Lynn, Mass.

OUR FANTASTIC SHIPBUILDER

SIR: The article by Harvey Ardman, "Our Fantastic Shipbuilder in the War of 1812" (July), was most interesting and enlightening. It is almost inconceivable that these warships could be constructed

in such short periods of time out of green lumber and with the primitive tools available then. Yet the skilled workmen under intelligent supervision were able to accomplish almost superhuman results.

Particularly interesting to me was the account of how 100 militiamen, reinforced by local farmers, carried the 9600-lb. anchor hawser of the *Superior* on their shoulders from Big Salmon Inlet to Sackett's Harbor. Back about 1935, when I was serving as consultant to the State Planning Board of Kentucky, I became acquainted with a man who was well versed in the history of the state. Winchester, a short distance east of Lexington, was, at the time of the War of 1812, the center of a hemp producing area and manufactured large quantities of rope. My acquaintance told me that the huge hawser for Commodore Perry's flagship on Lake Erie was woven near Winchester and that it had to be carried on the shoulders of men more than 250 miles to Lake Erie. What a sight it must have been to see that "snake" making its way through the dense forests of that period. I never had reason to doubt the authenticity of the story, but it is most pleasing to have it substantially confirmed by Mr. Ardman's fine article.

LAWRENCE V. SHERIDAN
Indianapolis, Ind.

THE GREAT JOHN L.

SIR: You were generous to let me have the copies of the May issue and I am delighted to have them. The article on the immortal (and dissipated) John L. Sullivan so impressed me that I want to send it to some friends who will enjoy it as much as I did.

GENE TUNNEY
New York, N.Y.

THE SUBMARINERS MEMORIAL

SIR: Our association is dedicated to honoring submariners of the world, and we are anxious to contact all ex-submariners from all countries of the world, to place their names permanently aboard The Submariners Memorial. The memorial, the U.S.S. *Cobia* (SS-245), donated by the U.S. Navy, is located in Manitowoc, Wis., on Lake Michigan, and was dedicated on Aug. 23, 1970. The *Cobia* will be maintained in her complete original condition. The national flag of all participating countries flies from her deck. At present, nations participating are Germany, Great Britain, Greece, Italy, Spain, Sweden, Turkey and the U.S. It is expected that other countries will join the memorial in the near future.

The names of ex-submariners should be sent to Manitowoc Submarine Memorial Ass'n, Inc., 402 North 8th St., Manitowoc, Wis. 54220.

JAMES GOGATS, President
Manitowoc, Wis.

INFO NEEDED FROM 365TH FIGHTER GROUP

SIR: I would be most appreciative if former members of the 365th Fighter Group (Hell Hawks) who could supply orders, flight reports, combat maps, mis-

sion cards, photos or any other information that could help complete my research for a work on a history of the Group, would contact me below.

CHARLES R. JOHNSON
6 Helena Drive
Cromwell, Conn. 06416

ATT'N WW2

36TH AIR DEPOT MEMBERS

SIR: For a history of the Supply Squadron, 36th Air Depot Group (WW2), I would like to hear from any former members of the Squadron.

MAX F. PEHLER
37 1st Ave. N.W.
Le Mars, Iowa 51031

AMPLIFICATION ON PARAMEDICAL CAREERS

Our article in the July issue that outlined 17 careers in medicine that young people might get into without becoming doctors has drawn both praise and criticism. The praise, to be brief, was to the effect that such information was badly needed and highly welcome. There were many requests to reprint it.

The solid criticism deserves attention, for it has merit. It was all to one point. The starting salaries for X-ray technicians, medical secretaries and operating room technicians were exaggerated, according to a handful of readers who knew what they were talking about in their areas. Dr. Freese, our author, set starting salaries for X-ray technicians at close to \$10,000 a year, for medical secretaries at about \$100 a week and for operating room technicians at about \$7,000 a year.

A former medical secretary wrote that she went into something else when the best offer she could get in Fort Wayne, Ind., was \$80 a week.

A well-trained operating room technician in Baton Rouge, La., said that the best offer she could get two years ago was "less than \$3,000 a year," and she hasn't looked since.

These were the only complaints in these two fields. But X-ray technicians wrote in some numbers to say that they couldn't get \$10,000 a year as top pay, let alone starting pay. Three of them wrote from Wichita, Kan., to say that they had to start at less than \$6,000, and another said that the VA doesn't pay quite \$10,000 after 18 years on the job.

It is a fact that the top professional sources of medical income information provided Dr. Freese with his figures, and they generally hold up. But it is also a fact that in some areas of the country—and in federal civil service—the starting figures don't apply as provided in our article. X-ray technicians appear to receive considerably less than \$10,000 at the start in many areas of the country. The \$10,000 figure seems to apply where living costs and shortages of such help are the greatest, such as New York, where \$10,000 is a fair starting figure (and where it's hard to live as a professional on less).

GIVE YOUR ZIP CODE WHEN ANSWERING ADS

COLLEGE TUITION \$'s. HELP FOR HOME INSURERS. ARTHRITIS DO'S AND DON'TS.

Like everything else, the costs of a full college education are going up—only more so. And no end is in sight.

If you have a son or daughter about to enter a four-year public institution, figure that room, board and tuition alone—at today's prices—will be \$6,000 to \$9,000 over the haul; in a private school, the four-year tab can go to almost \$20,000. Just to be safe, add about 20% to the foregoing figures to make allowance for future increases in costs.

If you're strapped for cash, there are several ways to ease the burden:

- **A scholarship:** This, of course, depends on the student's abilities. Also, most scholarships only partially cover college costs.

- **A government-sponsored student loan:** This is for needy students. They can get up to \$1,000 per academic year, and repay after graduation within a ten-year period at very low interest.

- **A government-guaranteed loan:** For students from middle- and upper-income families. They can borrow up to \$1,500 per year from banks or other financial institutions and repay later at 7% interest.

- **Bank loans:** Usually these are made by the parents—not the students. You can raise more money this way. But you also have to repay faster and at higher interest rates.

A brand new plan that's going to be tried at Yale and Duke is a "deferred tuition" program under which a graduate repays his debt in installments geared to his adjusted gross taxable income. That might give him as much as 35 years.

* * *

In these times of high building and repair costs, **don't risk the possibility of under-insurance on your home and its contents.** In case of damage, here's what happens:

- If the structure is insured at 80% of replacement cost, you will collect full replacement value.

- If it's insured at less than 80%, you get only the depreciated value—which could turn out to be far too slim.

- **Meantime, be sure that the valuables in your home—jewelry, furniture, paintings, etc.—are properly covered.** You may find that you will need a floater policy to get up to par. Also:

In gauging the replacement value of your home, don't overestimate the figure by including the building site and the foundation. These are resistant to damage and needn't enter into your calculations.

And think about getting a deductible policy—one that excludes minor damage in the \$250 range. By making this exclusion, you may save as much as 20% on the cost of the premiums.

* * *

Because so many people—an estimated 17 million—have some form of arthritis, the victims constitute an enormous market for fake or useless "cures." Guesses are that \$250 million are spent annually on quack practitioners, special milk, bracelets, vibrators, etc.

While there is no known, sure cure for arthritis, the Arthritis Foundation suggests:

- **See a qualified doctor if stiffness and aches develop.** He will diagnose your condition and suggest treatment. This can prevent crippling and bring the ailment under control. Meantime, don't worry that you will be incapacitated. Early treatment usually checks the disease.

- **Don't try to diagnose your own case or fool with non-prescription drugs.**

- **Doctors often prescribe aspirin. But let the doctor do the prescribing for you. Don't try to write your own aspirin "program."**

A major reason for seeking professional help right away is that if you contract rheumatoid arthritis it could disable you unless properly treated. About 5 million Americans have this form of the disease (it's three times more prevalent in women than in men).

By Edgar A. Grunwald



Last night
John Connolly took his
first sip of a
really light and smooth
Kentucky Bourbon.

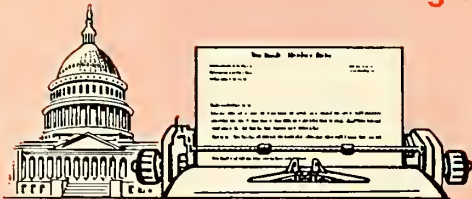
He reached
The Ancient Age.



If you can find a lighter bourbon, buy it.

STRAIGHT KENTUCKY BOURBON WHISKEY • 86 PROOF
© ANCIENT AGE DISTILLING CO., FRANKFORT, KY.

Dateline Washington....



JUDICIAL REFORM RECOMMENDATIONS. MORE POLITICAL BROADCASTING \$'s. RIGHTING CONSUMER CREDIT WRONGS.

Speeding up the disposition of trial appeals is an important part of Chief Justice Warren E. Burger's drive for judicial reform throughout the United States. Using unusually blunt language for a Chief Justice, Burger recently said, "The public is tired of the spectacle of appeals that lag for years and repeated appeals whose chief purpose is delay... THERE MUST BE FINALITY AT SOME POINT."

Chief Justice Burger is recommending that original trial lawyers, rather than new lawyers, be required to conduct appeals, saving both time and money in waiting for full trial transcripts. He also criticized the excessive writing of opinions by appellate judges which further delays the process, and often confuses, rather than aids, the bar, he said.

Citing the success of the English court system which has done away with juries in virtually all civil cases, the Chief Justice has proposed that juries in U. S. civil cases be reduced to five or six persons, with a resulting saving of at least \$3 million a year.

While Congress wrangles over a controversial political spending bill, the Federal Communications Commission reports that expenditures for political broadcasting in 1970 jumped a whopping 85% over 1966, the previous non-presidential election year. TV and radio charges for political broadcasting, excluding agency commissions, totalled \$50.3 million in 1970 compared to \$27.2 million in 1966.

Democrats spent nearly \$26 million in 1970, up 65% from 1966; Republicans doled out \$21.6 million, an increase of 110%. The bulk of the \$50.3 million—\$47.9 million—went for political commercials of one minute or less, with TV by far the more popular medium.

Correcting careless or unfair credit billing practices is the third chapter of a credit consumer's "bill of rights" to be taken up by Congress. In 1968,

Capitol Hill enacted the "Truth in Lending Act." Last year, a law was passed to control unsolicited mailings of credit cards and protect citizens from inaccurate or misleading credit reports.

Now, Senators William Proxmire (Wis.) and Edward W. Brooke (Mass.) are pushing a 12-point bill which will protect the consumer from being harassed by computer-written dunning letters; from being shortchanged by tricky billing practices, and from subsidizing credit card systems when he is paying bills by cash.

Under the proposed legislation, creditors will be required to investigate and answer inquiries within 30 days, or forfeit the disputed amount; mail out monthly credit statements 21 days before payment is due, and promptly credit payments, among other provisions. Creditors must also disclose an address and telephone number for consumers to use if they question a bill.

PEOPLE & QUOTES

END OF PERMISSIVENESS

"The era of permissiveness with regard to law enforcement is at an end in the United States." President Nixon.

HOPE FROM AMERICA

"As a planet, we may not... make it through to the year 2000. But America today gives us more hope of doing so than any other giants in our troubled world." Barbara Ward, economist and social critic.

BUSINESS BURDEN

"A crucial element of responsibility facing U.S. business today... is the need to perfect our system, and at the same time protect it." Sec'y of Commerce Maurice H. Stans.

U.S. DIPLOMACY QUESTION

"Surely the United States has not yet come to the point where we are prepared to sacrifice our noncommunist friends and allies in exchange for nothing more substantial

than the appearance of smiles and friendship on the part of our communist enemies." Rep. Samuel S. Stratton (N.Y.).

NO NUCLEAR JAPAN

"I want to make it very clear, first, that Japan will not go nuclear, and second, that Japan's armed forces will not be sent to any part of Asia." Nobuhiko Ushiba, Japanese Ambassador to U.S.

ENVIRONMENT AND COMMON SENSE

"Public policies must be tempered to a rational outlook toward environmental problems while... retaining the necessary sense of urgency concerning technology, energy needs, and economic growth." Sen. Jennings Randolph (W. Va.).

OVERSEAS VIEW

"Overseas there is a crisis of confidence in America. Our friends think that we are shaky allies." Senator Tower (Tex.).

THIS IS A TRUE STORY*

All details in our file #3789. Only the name of the Universal graduate has been changed to respect his desire for privacy . . . Ed.

HOW TED VERNON AVERAGES \$20,000 WORKING 6 MONTHS A YEAR

NO COLLEGE! NO SELLING!
NO EXPERIENCE!

When Ted Vernon* walked to a mailbox that day in his small home town, the things he wanted seemed far beyond his reach. Like lots more money, freedom from his dead-end job, independence and security, a new future.

Chances looked dim. Ted had no college. His only experience was his old job. And he was already past 40.

Yet, when Ted Vernon mailed his envelope, everything he dreamed of suddenly became possible. *It was the single most profitable act of his life.* Yet all he did was mail a coupon like the one at the bottom of this page.

Free book put Ted on road to big income

The coupon brought Ted the same fascinating Free Book you can have in just a few days. It's an eye opener! It tells the story of a world of opportunity all around you in the booming Accident Investigation field.

It was all new to Ted. He'd hardly even heard of Accident Investigation. Yet Ted Vernon felt he had found his perfect opportunity.

And he had! Soon Ted was forging ahead fast in his new exciting career. His first full year he made \$14,768.72. Since then he's averaging \$20,000 working about six months a year. The rest of the time he relaxes and takes it easy.

He learned secrets of success in 30 minutes

Ted skimmed through Universal's Free Book in 30 minutes and changed his life. He learned many money-making facts! But the three big points that headed Ted to his success are:

- Accident Investigation is a \$19 billion dollar industry booming to new heights every year. It's safe from layoff, recessions and automation—accidents continue no matter what.
- More men are urgently needed to investigate some 22 million accidents each year.
- For more than 20 years, Universal's training-by-mail has been the path to success for thousands of men in this high-pay field.

So there it was—the opportunity of a lifetime. Ted grabbed it—fast. He enrolled for Universal's by-mail training at the mere cost of cigarette money.

It was surprisingly easy. Ted simply studied his brief, interesting lessons at home in his spare time, at his own pace. He didn't risk a single paycheck because he kept right on with his old job until he could start making money quickly in Accident Investigation.

Ted Vernon's income is unusually high and not typical of the industry. He's a busy specialist in storm loss adjusting. But it does show the big potential in this great field even for men with no college and no experience. Read these reports from recent Universal students:

"My income has more than doubled."

—J. T. Woodruff of Louisiana.

"Thanks to you, I was contacted by 17 top companies."

—Donald Doris of Illinois.



"My income averages \$1,200 to \$2,000 a month."

—Ed Crouch of California.

"A raise every three months for the next two years, plus new car and expense account."

—Oscar Singletary of Georgia.

"My salary has increased by 63%."

—Marcel Roy, Canada.

Send for your free opportunity book today

Mail coupon below to get your Free Book that started Ted Vernon to big-money success. Read about the exciting full time or part time opportunities. Stories of successful Universal students with names and locations; about Universal's Free Placement Service which places more men in the field than any other school. How to start your own full or part time business.

But act quickly. Take the first step to the big money field. Mail your coupon today.

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Please rush my Free Book on earnings and opportunities in Accident Investigation. No obligation. No salesman will call.

Name _____ Age _____

Address _____

City _____ State _____ Zip _____ Code _____



APPROVED FOR VETERANS' TRAINING

Accredited Member National Home Study Council



By IRVING MICHELSON

LAST DECEMBER, the President of the United States received a report recommending that we build a sea-level canal in Panama, just to the west of the present Panama Canal Zone.

The report was five years in the making and cost about \$21 million. It was written by a special Atlantic-Pacific Inter-oceanic Canal Study Commission, authorized by Congress in 1964. The commission was headed by former treasury secretary Robert B. Anderson who, in another capacity, had in the mid-1960's negotiated three proposed treaties with Panama. They were shelved here and finally disowned by Panama, too, after they aroused potent opposition in both countries. (In order to build the sea-level canal we would need to adopt similar treaties first. Our present arrangement with Panama does not cover a new canal outside the Zone. The objections to the proposed treaties *here* were that they gave Panama too much, and the objections in Panama were that they didn't give her enough.)

The basic reason for any canal change is to carry anticipated future traffic, heavier than the present canal can accommodate.

So many objections have been raised to the sea-level canal proposal that there's now widespread opinion that it is "impossible" in the sense that it will never happen.

The objections are of all sorts.

Some biologists say that it may cause ecological mischief of unforeseen scope by permitting a flow of plant and animal life between the two oceans that are



The Anderson Commission's report.

presently separated by the perimeter of South America.

There are objections to the proposed \$2.88 billion estimated cost. Some claim that that's too much anyway. Others predict that in the end it will cost far more. One expert on the subject told me that in his opinion a sea-level canal wouldn't earn enough to pay the interest on its huge probable cost under any realistic

cost-accounting system. When Congress looks this in the eye, he said, it will back off from a sea-level canal.

The present canal, which cost \$375 million to build, hasn't paid its own way. Even the continuing costs have been "balanced" by writing off part of them as "foreign relations" and "defense" expenditures. U.S. taxpayers balanced the books while Panama continuously de-

manded more canal income for herself.

Foes of the sea-level canal in Congress have their own plans for modifications of the existing canal, at far less cost and with far fewer political complications.

There are those who take a dim view of coping with the tides in a sea-level canal. The Atlantic tides swing about two feet from high tide to low tide. The

DINO LOWENSTEIN



Sea-level route recommended by Commission, which considered about 30 sites.

The Dilemmas of a

An official report has been given to the President



Ship in transit through the present canal. Time of passage from one end to the other is about eight hours.

a Sea-Level Panama Canal

recommending a sea-level canal across Panama, starting in 1985, or sooner.

Pacific tides swing about 20 feet, since the bay leading into the Pacific end forms a sort of tidal bore. The Commission report proposes an elaborate system of tidal gates (which actually would make the sea-level canal a sort of lock canal, anyway) and proposes to form up ships in convoy to send them through from one tidal gate to the next. This necessity destroys, at least, the popular

concept of a sea-level canal as a free-wheeling open waterway between the oceans. Tidal currents absolutely prohibit that. There is no experience with such tidal locks. Franklin Roosevelt tried to harness the North Atlantic tides at Passamaquoddy Bay for power. We gave that up after sinking a considerable investment in it. Panama and Passamaquoddy are two different things, but

there was the same advance assurance that Passamaquoddy was feasible.

Plainly, there are dilemmas standing in the way of realizing a sea-level canal.

Since the submission of the Anderson Commission report last December, experts and non-experts in all categories have been taking pot shots at it.

Aside from a handful of longtime enthusiasts, it almost seems that nobody

CONTINUED The Dilemmas of a Sea-Level Panama Canal

has a good word for it, or even the mildest praise for the efforts of the distinguished five-man body of Presidential appointees who labored five years in its preparation and called in all sorts of experts to help them.

Oddly, the key question it dealt with was already settled for the Commission when it got its assignment.

Its job was to propose a sea-level canal. Congress told it to "determine the feasibility of, and the most suitable site for, the construction of a sea-level canal. . . ."

Since a sea-level canal is "feasible"—in the sense that it *can* be built—the Commission hardly had the authority to recommend instead that the present lock canal be modified to meet future traffic needs. Having been told to select the "most suitable site," the Anderson Commission was virtually committed by Congress to make its best proposal for a sea-level canal, and not spend its funds to determine if we could do better with no sea-level canal at all. President Lyndon B. Johnson removed any doubt about that.

Why and how the emphasis was all placed on a sea-level canal before the subject was studied by the Commission is not at all clear. When President Johnson appointed the Commission in 1965, he said, "It is time to plan in earnest for a sea-level canal. Such a canal will be more modern, more economical, and will be far easier to defend than the existing canal. It will be free of complex, costly, vulnerable locks and seaways. . . ."

These are basic conclusions needed to decide on a sea-level canal, but the then President gave the Commission the conclusions before he put it to work.

The long, discouraging history of the idea of a sea-level canal makes it quite remarkable that the sea-level notion was virtually accepted at the highest levels before the prospect was studied. The Anderson Commission did what it was told to do, and we must look elsewhere to discover why it was told to look only at the question of a sea-level canal.

Back when the present canal was being built, a distinguished board of engineers then recommended a sea-level channel. President Theodore Roosevelt,

on the advice of the one engineer who was in charge, got Congress to override them. By the time the canal was built, it was said that the smartest thing Teddy Roosevelt ever did was to ignore the board of engineers' advice and listen to his own engineer.

The lock canal turned out to be vastly more difficult to build than anyone had dreamed, even though the creation of Gatun Lake made it unnecessary to dig at all over most of the length of the canal. The chief excavation was through Culebra Mountain, which serves as the Continental Divide, Pacificward from Gatun Lake.

Mountainsides slid into Culebra Cut like glaciers. They didn't just fall. They oozed sideways. Twice as much earth and rock had to be removed from the Continental Divide as was originally estimated. Though that cut didn't go anywhere near as deep as a sea-level cut would have gone, even the bottom heaved up due to pressure from the sides when the weight above it was relieved. Before the slides were stopped, water was hosed on the far sides of adjoining hills to wash them down before they, too, could slide into the cut. In the years that followed, there were more slides that had to be dug away.

The French before us, back in the 1880's, had started to dig a sea-level canal. When they came face to face with the prospect of the mountains that would have to be eradicated they gave it up, and bankrupted themselves just trying to build the lock canal that we finally took over and finished. When the canal was almost finished, Frederick J. Haskin reviewed it in a 1914 book. He wrote a whole chapter entitled "Sea-level Canal Impossible."

Haskin noted that "the advocates of a sea-level canal declared that a [sea-level] channel could be dug through Culebra Mountain with the excavation of 110,000,000 cubic yards. As a matter of fact, Culebra Cut [now called Gaillard Cut], with its bottom . . . above sea level, required the excavation of almost that same amount."

If Teddy Roosevelt had gone along with the sea-level idea, said Haskin, "it would have involved this Government in difficulties so great that even with all the wealth and determination of America, failure would have ensued."

Of course we can move earth more expertly today, and we casually propose to spend billions where we spent millions then, if only out of the habit of spending billions. Yet with this history, it is rather astounding that the modern political decision to try to go sea-level *preceded* the Commission study and controlled its shape.

In essence, then, the criticism now

PHOTO AND ILLUSTRATIONS—INTEROCEANIC CANAL STUDIES 1970



Earth slide blocked the present canal after it was completed.



Excavation for new locks (upper left) adjoining Miraflores (center) started in 1939. We spent \$75 million on it, then stopped.

heard of the Anderson Commission report is to a considerable degree criticism of the premises that were handed to it.

The Anderson Commission had a large number of sites for a sea-level canal to study, as well as the question of whether they could be excavated in whole or in part by nuclear blasting. Nuclear blasting, it correctly concluded, is out of the question at this stage of history. However, it evaluated the key sites in terms of both nuclear and conventional excavation.

The sites ranged from Nicaragua through Panama to Colombia. From 1947 to 1962, the Army and the Panama Canal administration had identified 30 possible sea-level routes. The Anderson Commission gave nine of these fairly serious consideration, and boiled them down to four for close study. It reduced these to two as the only ones feasible without nuclear excavation, and made its choice finally of what is called Route 10 (not a highway, but a potential canal route), closely paralleling the present canal but chiefly just outside the Canal Zone.

I have heard no serious criticism of the choice of Route 10 *if* we are to dig a sea-level canal, except for the very serious objection that if we dig a new canal anywhere in Panama, we will probably have to negotiate a treaty we would one

day regret. Panama wants sovereignty over such a canal, it wants a share of all tolls, and it wants us to give it the canal outright after a while.

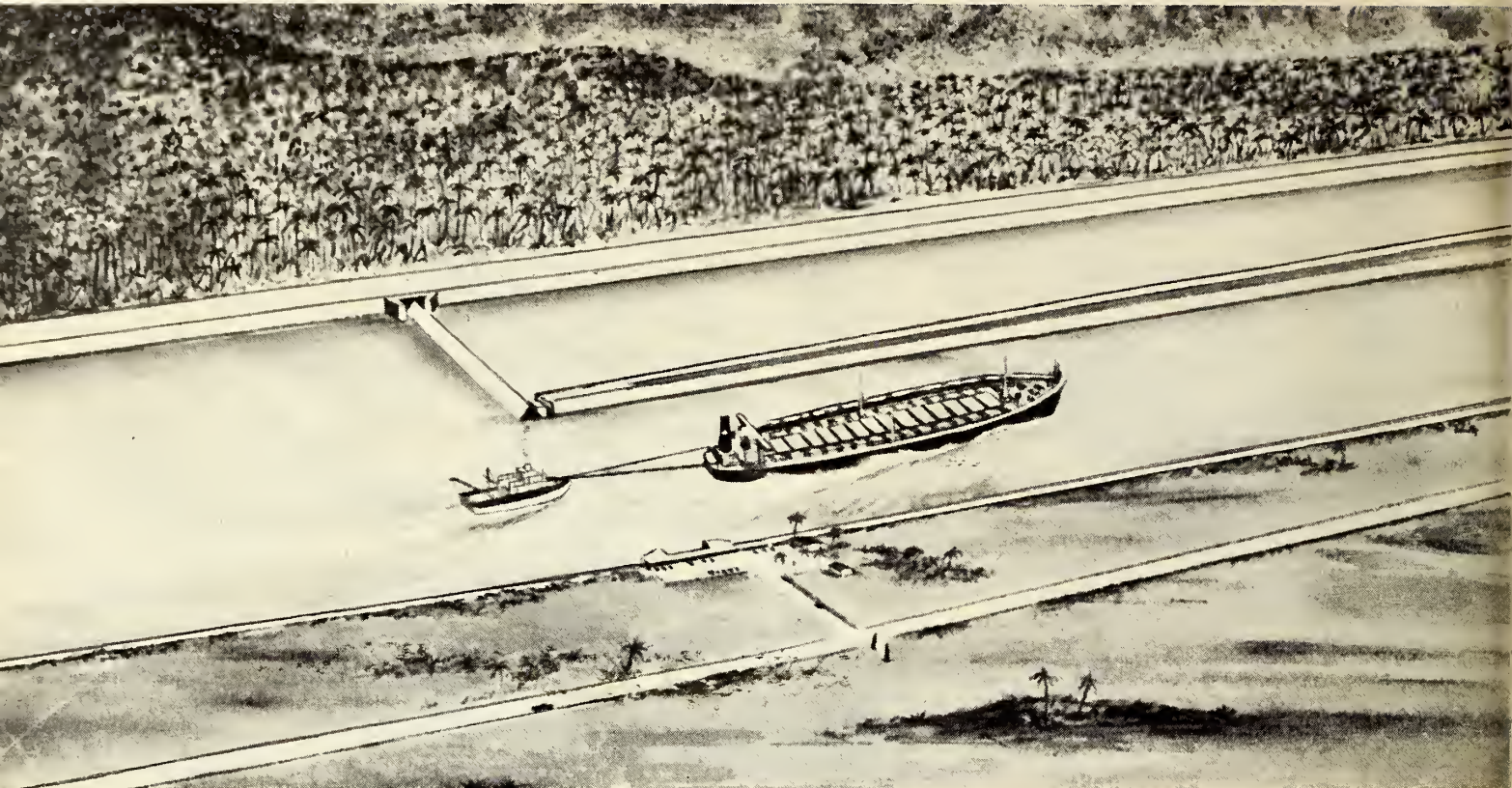
Most of the flak fired since the Commission made its report questions our need for a sea-level canal at all, questions the rosy view President Johnson painted of it, and questions the wisdom of our building any canal in Panama not protected by the most basic rights in our present treaty.

I doubt that the complaints against mixing the sea life of the Atlantic and Pacific off Panama should be taken too seriously in terms of any great damage that might occur. But I don't know that they shouldn't. The chief problem is that what will happen to the sea life is unknown and unpredictable. And it will be unknown and unpredictable until it happens. The effect on sea life might be innocuous, or harmful in some ways, or good in some ways. But the public has a short fuse regarding anything that is even said to have a "potential" chance of "harming the ecology" of any spot on earth. Any proposal for a sea-level canal will run into a hornet's nest in this matter, and the nest is already stirred up. People read eye-catching headlines that ask "What if Snakes and Starfish Change Oceans?" Biologists have mentioned a deadly sea-going member of the cobra

family that abounds on the Pacific side, which might get into the Caribbean through a sea-level canal.

The Anderson Commission hired the Battelle Institute to study this ecological problem. The essence of the Battelle report was that there is nothing to indicate cause for alarm, though not much could be predicted with assurance.

Since the public today is ready to be thoroughly exercised about "potential" harm to the environment (and Congressmen know it), "environmentalist" wrath at mixing the two oceans is a matter that might, all by itself, result in political defeat for a sea-level canal. The American public will most certainly hear ecological claims of great "potential" damage. Expert or inexpert, such claims will be featured for sure as hot television stuff. In fact, the more inexpert they are the wilder and woolier they may be—hence all the better TV "theater." The Battelle Institute report's admission that it isn't sure will be used against it. No matter that the Suez Canal caused no discernible ecological damage when it mixed Arabian Gulf waters with Mediterranean waters. Wrath at "potential" environmental damage connected with the Cross-Florida Barge Canal led President Nixon to stop its construction after millions of dollars had been committed to it. It would certainly be better not to



A sea-level canal faces the problem of tides that vary 20 feet at the Pacific end, and two feet at the Atlantic end. This

drawing, from the Anderson Commission report, shows proposed locks to control tidal currents in a sea-level canal.

spend a cent on a sea-level canal than to sink billions in it and then scrap it later out of public fear that poisonous Pacific snakes might show up on Caribbean beaches. The "environmentalist" critics say the way to avoid such a waste is to kill the sea-level canal *now*.

It is the Route 10 site for which the cost figure is estimated to be \$2.88 billion. This covers construction only, and not any sums that Panama might exact in return for her initial consent, plus whatever more she'd demand in later years.

Panama has consistently demanded more out of the present canal than was provided in the original treaty to build it. In recent years, she has taken to demanding a share of the tolls, though U.S. taxpayers have been footing part of the bill for the present canal due to the insufficiency of the tolls to pay for upkeep and operation and write off the original cost.

In the recent treaty proposals that were shelved, Panama was to get a share of all of the tolls, as well as sovereignty over any new canal from the start, and an outright gift of it 60 years after we sign a treaty. As it would take at least 15 years to build the canal and perhaps more, our ownership would be for 45 years or less. When the proposed treaties were publicized, ex-President of Panama Arnulfo Arias, who was run out in WW2 because of his Hitlerian

leanings, got back in office on a platform which claimed that the treaty drafts weren't generous enough to Panama.

Panamanian political leaders don't dare ever claim they are getting enough from the canal. It is political suicide in Panama to affect satisfaction with arrangements with the United States. The Anderson Commission report is essentially an engineering report study. It makes no evaluation of the political problems except to acknowledge that we must satisfy Panama's "aspirations" by making "suitable" arrangements, and to note that Panama might cause difficulties if we even try to improve the present canal without renegotiating all of our treaty rights.

The favorite pitch of left-wing agitators in Panama is anti-Americanism, and they've proved that they can call down mobs to cow the legislature in Panama City or harass Canal Zone officials whenever it suits them. The last President to try to work in open amity with the United States was "Chichi" Remon, who was assassinated in office even though he got President Eisenhower to sign away some of our 1903 treaty rights.

The estimated cost of the new canal necessarily omits any specifics of what "suitable arrangements" with Panama might be, since nobody knows. Meanwhile, there is no certainty at all that the \$2.88 billion estimate of construction costs will sit still. The public is ac-

customed to paying far more than original estimates for any public project, and the history of the Panama Canal doesn't suggest anything different if we dig a new one.

In 1905, the estimated excavation for the present canal was put at 95 million cubic yards more than the French had already removed. When the canal was ready for dependable service in 1917 nothing less than 325 million yards had been removed by us. Subsequent slides requiring further widening over the years have now brought that to 550 million cubic yards actually excavated. The Culebra Cut, alone, was estimated to need some 53 million yards of earth removed. By the time the canal was opened, the figure stood at more than 102 million yards taken out.

The Anderson Commission report estimates that construction should start at least 15 years before it is estimated that the present canal will be totally inadequate for the estimated growth of traffic. At various points in the report it is assumed that the time to start digging will come between 1975 and 1985. The rationale for creating a new canal is based on the assumption that by the year 2000, if not sooner, the old canal will be inadequate as it stands. The Commission was well aware that the dollar might be worth less and that costs might be considerably higher by 1985 than

(Continued on page 44)

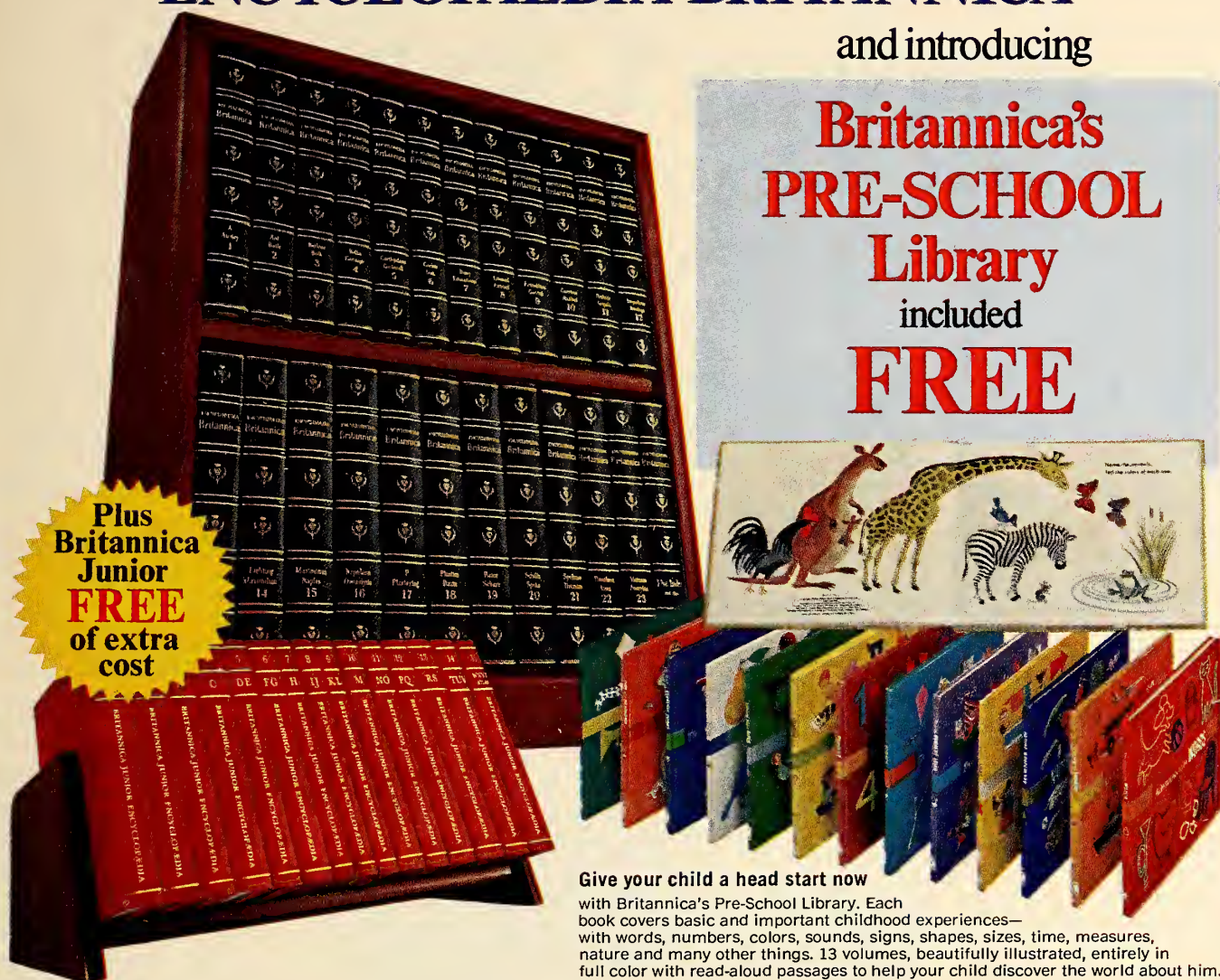
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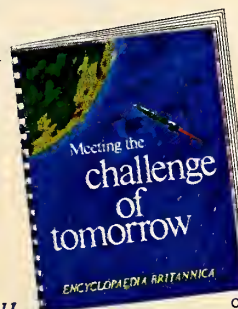
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The Life of PHINEAS T. BARNUM

The colorful Prince of Humbug who became America's first great showman.

By PEGGY ROBBINS

PHINEAS T. BARNUM may or may not have been the greatest showman of all time. There are no standards to define a showman, and since his time Barnum has had some competition.

He was America's *first* great showman—hands down. Nobody else born as early as 1810 can hold a candle to him. Barnum is supposed to have said that "there's a sucker born every minute." One reason why Barnum probably didn't say it is that "sucker" was not current in that sense in his time. He did say many times that "the American people like to be humbugged," and he lived out a long career gratifying them—to his profit. Barnum told plenty of fibs in his time, but he preferred not to lie when he could "help" it. He encouraged people to believe that what he told them meant something else.

It's an old Yankee trait to tell the truth in a way that lets the listener deceive himself. Connecticut-born Phineas Taylor Barnum developed this to a fine, yet gentle, art. His victims came back for more with good cheer. Admen still use it more grimly when they say something costs "less," without saying less than what, or that a razor blade, for instance, will give "up to" 100 clean shaves. The phrase "up to" means "not more than, but quite possibly less."

Publisher Horace Greeley told Barnum that, if he didn't tell lies, he liked to give people "a shove in the wrong direction." Barnum confessed that he was pretty good at it.

One of the more familiar tales about his pushing people in the wrong direction is the well-known gimmick by which he moved people out of Barnum's American Museum in New York when it was so full the ticket takers couldn't squeeze new customers in. Barnum posted a sign "To the Egress" near a one-way door. Those who went to see the Egress found themselves on the street. Few Americans then knew that "egress" means "exit." Less well-known was his caper when not enough people came to see a black violinist he was featuring. Barnum stuck up posters of the performer all over New York—upside down. Of the crowds that

then came to see him, few complained that the musician didn't play the violin while standing on his head. As Barnum told Greeley: "I didn't *say* he played upside down. It's not my fault if people jump to wrong conclusions."

Many of Barnum's principles are still

CULVER PHOTOS



A caricature of Barnum as a "modern Merlin," a medieval prophet and magician.

familiar. In fact, we are cursed by many who practice them without any of Barnum's saving puckishness. He established the firm principle that there's no end to the free publicity the press will give you if you stir up a controversy, no matter how phony. When his first roadshow began to draw too few people in various cities, he planted letters to the editor in the local papers, over a fictitious name, attacking his exhibit as a fraud. Fresh crowds flocked to see the fraud. Near the end of a long career, he was asked what one thing had helped him most. "The press," he answered.

When we come to the tale of the Feejee Mermaid, you will see Barnum jockeying the reporters into thinking that a scheme of his—already well under way—was their own original idea. With such adroitness, he could make millions in

public relations if he were now alive.

If modern businessmen run "loss leaders" (seeming bargains to lure you to the premises in order to sell you more), Barnum put them to shame more than a century ago. Back in the 1840's, New York papers and handbills announced a public gesture by a "daring hunter," one C. D. French. He would exhibit, absolutely free, within a few rods of the Hoboken, N.J., ferry, a herd of bison he was taking to Europe after capturing them near Santa Fe. Some 24,000 people crossed the Hudson to see the free show put on by the generous sportsman. P. T. Barnum quietly ran the concessions on the grounds, and he'd also chartered all the Hoboken ferries that day, to collect 12½¢ apiece from each passenger. C. D. French was a rope artist Barnum hired. P. T. had bought the 15 bison earlier as skinny calves from a New England bison exhibit that didn't pan out. Barnum paid \$700 for them and fattened them up in New Jersey first.

Barnum's essential service to humanity was to let people gawk at unusual things *themselves*. There were no movies or TV. Travel was limited. There were few theaters and zoos. Photography was just beginning. Americans saw little of the wonders of the world except in drawings. They were told—and believed—that they were culturally inferior. They read and heard about a great deal that they were hungry to see with their own eyes. This only whetted their credulousness and gullibility. And a man who could see a fraud with his own eyes was one up on most of his acquaintances. There was a premium on having a *real*, *different* experience that is almost unimaginable today. It was almost as good to boast that you were one of the people Barnum had fooled as it was to say you'd seen the pyramids of Egypt. You, in the flesh, were actually there at the time of the deceit. When he finally found himself, P. T. Barnum walked right into this national hunger to see the unusual firsthand.

(Turn to page 18)

PICTURE CREDITS OPPOSITE PAGE
CLOCKWISE FROM CENTER TOP: CULVER PHOTOS, PEGGY ROBBINS, BETTMANN ARCHIVE, CULVER PHOTOS, PEGGY ROBBINS, BROWN BROS., BETTMANN ARCHIVE, BROWN BROS.

JUMBO, THE UNIVERSAL SYNONYM FOR
STUPENDOUS THINGS.
Steadily GROWING IN TREMENDOUS HEIGHT and WEIGHT.
THE LITTLE ONES A LAST RIDE ON THEIR GIANT, OCOCILE FRIEND.

THE AMERICAN LEGION MAGAZINE • SEPTEMBER 1971 17

CONTINUED The Life of PHINEAS T. BARNUM

If he never let up on his hoaxes, Barnum treated America to many a genuine sensation, including Tom Thumb, the famous midget; the tour of singer Jenny Lind, "the Swedish Nightingale"; Jumbo the Elephant, and, at the end of his career, America's most renowned circus—Barnum and Bailey—whose successors have still kept the name alive.

Barnum said: "My organs of inquisitiveness and acquisitiveness are extraordinarily large and their cultivation was begun at a very early period."

Very early is right. He learned a great deal about life and human nature at a tender age. In the first ten years of his life he was the victim of a hoax at the hands of a practical joking grandfather. He waited 20 years to turn it to his advantage.

At 12 he was a successful lottery operator. At 15 he lost a sum he'd earned that was a small fortune for a boy, thanks to legal interpretation of a trust he'd placed in his father.

At 17 he had his first glimpse of show business. Before he was 18 he was running his own store and making it boom on principles he'd learned as a child lottery operator. At 21 he was jailed for libels published in a pamphleteering newspaper he'd started.

During his youthful ups and downs, Barnum had seen his parents slip into insolvency while toiling honestly at farming and storekeeping, and he'd come to the unshakeable conclusion that there were better ways for a smart youngster to make a living.

At 24 he lost store, newspaper, home and money when Connecticut made lotteries illegal while he wasn't looking. The authorities caught him deep in lottery operations. At the age of 25 he found his niche in life when he became part owner of a project that exhibited a "162-year-old" slave woman who had "raised George Washington." For the rest of his life he was America's greatest exhibitor.

Barnum was born in Bethel, Conn., on July 5, 1810. He later said he wasn't born on July 4 because the "powers that be" knew he'd grow into "too much competition for a national holiday." He was the first of five children of Irena and Philo Barnum—the latter a part-time farmer and part-time storekeeper who didn't prosper at either calling. The child was named Phineas Taylor Barnum after his mother's father, Phineas Taylor. Grandfather Taylor was the foremost prankster in Bethel Parish. He'd "go further, wait longer, work harder, and contrive deeper, to carry out a practical joke than for anything else under heaven." Grandfather deeded five-acre Ivy Island to the infant who was named after him. It was a piece of property

some distance away which Barnum (who was called Taylor and not Phineas) wasn't allowed to see until his tenth birthday.

From the time he was two, Taylor was pointed out by his grandfather as the "richest child in town because he owns Ivy Island." His parents liked a joke, too. They told the boy not to put on airs because of his wealth. When younger brothers and sisters arrived, his parents warned him not to think he was better than they just because he owned Ivy Island. The neighbors said it was nice that such a rich boy would consent to play with their children.

BARNUM MUSEUM—BRIDGEPORT, CONN.



"Swedish Nightingale" Jenny Lind was brought here by Barnum, who wanted to add "culture" to his reputation. Her wildly successful tour achieved his aim.

When he was ten, a farmhand took him through swamp and bog for his first look at Ivy Island. It was completely worthless, mostly under water, a domain of snakes, hornets, stunted ivies and nothing more. The boy realized he'd been the laughing stock of the whole town, but when his father asked him how he liked Ivy, he smiled and said, "Oh, I guess I'd sell it pretty cheap."

Barnum passed his disappointment off so well that local folks guessed that he'd known it was a joke all along. But years later, when P. T. Barnum had labeled himself The Prince of Humbugs, he admitted that the Ivy Island incident was painful, and it had set him to thinking about the ways of the world and the potential in clever humbuggery.

Like all boys of those days, he worked hard at farm chores, though he liked them so little that in Bethel he was called "the laziest boy in town except from the neck up." He had an agile, calculating mind and was a keen observer of everything. When he started school at six he showed an aptitude for

figures that led adults to call on him to solve such things as the number of feet in a load of lumber. His father often kept him out of school to help in the store. After seeing how buying and selling worked, he began peddling candies that he made himself. As a child he noted the festive, spending spirit abroad when the militia drilled on the village green. There he went with his candies, to sell them to the soldiers when they rested from their marching, and to the spectators who came to watch.

He said that if his father hadn't made him buy his own clothes, he'd have become rich by the time he was 12, reinvesting his business profits. School was easy for him, but he dropped out when he was 11 because the walk back and forth to school took too much time from his "selling and swapping enterprises."

When he was 12, Barnum helped a man drive some cattle to New York. He came home determined someday to be part of the business world he saw there. Grandfather Taylor knew the lottery game, and he taught young Barnum how lotteries are managed to give away \$15 in prizes for \$25 worth of tickets. Before he was 13, Barnum was peddling more of his own lottery tickets every day in the hat and comb factories around Bethel and Danbury than his grandfather was selling in a week.

He upped his profit margin by giving as prizes junk he bought from peddlers. He improved his sales by offering many

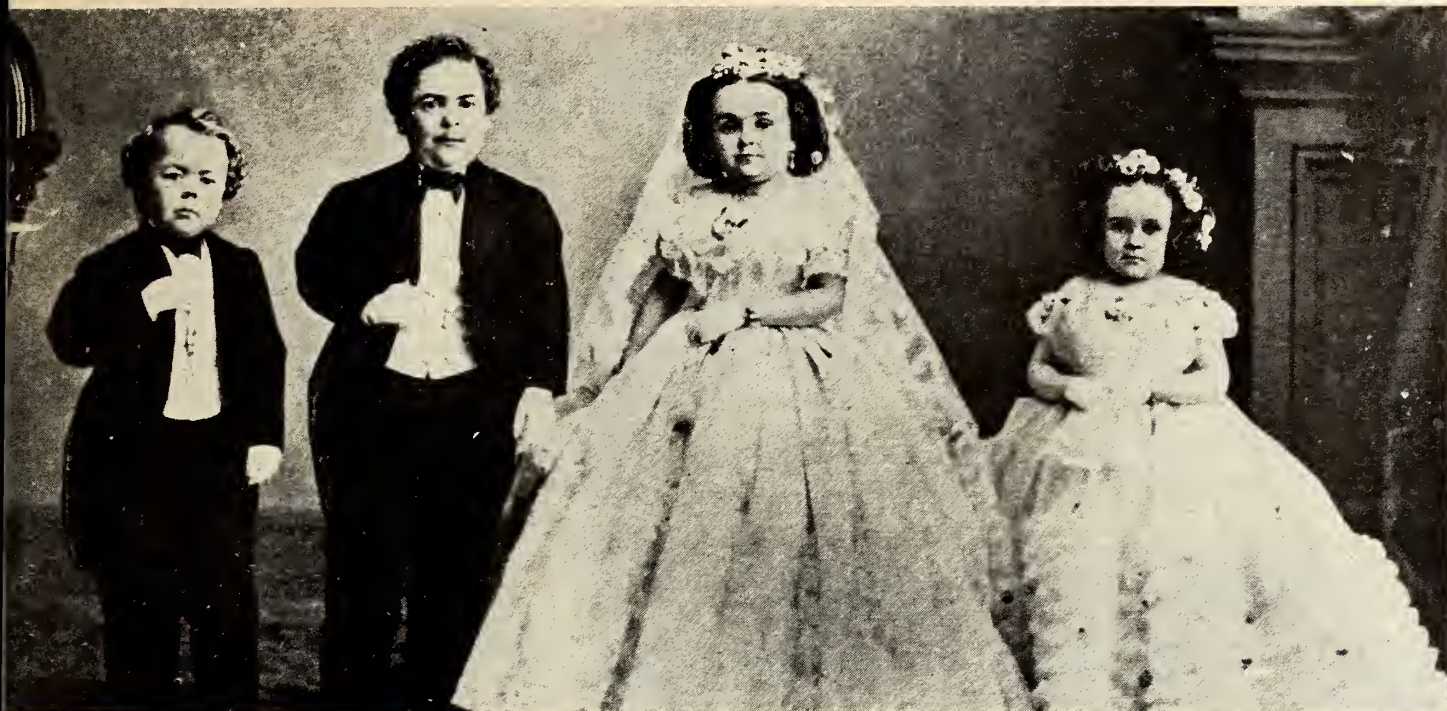
BROWN BROS.



Admiral Dot, one of Barnum's midgets, smaller even than Tom Thumb, and giantess Anna Swan, eight feet tall, 413 pounds.

prizes. He posted hand-lettered signs advertising "Magnificent Lotteries, with 550 Prizes and only 1,000 Tickets Sold."

The boy stuffed his profits into jam pots he kept in the attic. The row of jam



in 1863, Tom Thumb married Lavinia Warren. Best man (left) was Commodore Nutt and maid of honor was Lavinia's sister Minnie.

pots swelled as he passed two birthdays. When he was 15, his father—sick and failing in business—borrowed young Taylor's savings to try to bail out his store. Two months later Philo Barnum died in debt, and the creditors took all the assets. Taylor couldn't collect on his father's note. He was a minor and the courts ruled that the money had belonged to his father and should go to the creditors. His lottery operations at the time were slack because of slow-downs at the factories. Young Barnum had to work as a clerk in a local store for a few days to pay it for the shoes he'd bought to wear to his father's funeral.

His mother got a job as the local tavern keeper and P. T. hired out for six dollars a month and board as a clerk in a general store. In the store, Barnum later said, "cottons were sold for wool, wool and cotton for silk and linen; the customers cheated us when they could and we cheated the customers when we could. . . ."

In 1827, Barnum went to Brooklyn, N.Y., to work for a distant relative who owned a store there. He moved on to a bartending job in New York City, where he visited the theater often and became thoroughly intrigued with show business. He was, as he said, "moved by a very speculative disposition," and was never satisfied for long at any salaried job. In 1828, his Grandfather Taylor offered him half of a house in Bethel rent free if he'd return and open some kind of business. Barnum accepted.

Just before his 18th birthday he opened his own store in Bethel. He was a young man of pleasant personal ap-

pearance, even though his nose tended to be bulbous and his face was marked with smallpox scars. He stood six-feet-two, had broad shoulders, and his big head was covered by a tumbled mop of curly hair. He'd arrived in Bethel with \$120. He'd used \$50 of it to "hand-some-up" his store quarters, and the other \$70 he'd invested in a stock of fruit, candies, ale and oysters. He selected Militia Training Day for his well-advertised grand opening and he sold his entire stock in one day, with "a fancy profit."

His store grew and prospered, and Barnum made it headquarters for a wide-ranging Connecticut lottery agency. Through a chain of agents, he was soon selling from \$1,000 to \$2,000 worth of tickets a day.

When he was 19, he married a 21-year-old Bethel dressmaker—Charity Hallett. She was, according to her young husband, "a fair, rosy-cheeked, buxom girl, with beautiful white teeth, industrious, sensible, and well-behaved."

In 1831, Barnum wrote some articles warning of the danger of religious fanaticism interfering with civil government and destroying liberty. When the editor of the Danbury weekly paper refused to publish them, Barnum—in October 1831—issued the first copy of his own weekly, *The Herald of Freedom*. Barnum said that "the boldness and vigor with which my paper was conducted soon commanded a liberal circulation, not only in the vicinity of its publication, but large numbers of copies were sent into nearly every State in the Union." The same "boldness" resulted in all kinds of threats against him, and

at least three lawsuits for libel. One of them stuck. Prosecuted for stating that a prominent Bethel deacon was "guilty of taking usury of an orphan boy," he was sentenced to pay a fine of \$100 and serve 60 days in jail.

Barnum continued to edit *The Herald of Freedom* from jail, and the "grand celebration, with bands, odes, orations, and a sumptuous dinner" which took place the day of his release was quite well attended, having been well advertised in the paper.

In 1834, the Connecticut legislature outlawed lotteries. Barnum had been so busy with other things that he hadn't realized the strength of the anti-lottery faction in Hartford. He was caught holding many thousands of dollars' worth of I.O.U.s from his various representatives throughout the area and from private lottery-ticket customers. They were no longer legally collectable. He was forced to sell his paper, his store and even his home. Late in 1834, with little cash but still with faith that all he needed to make a fortune was the proper outlet for his talents, he moved, with Charity and their daughter Caroline, to New York City.

Barnum sold hats and caps on commission for a while. Then he bought a half interest in a tiny grocery store in New York. Charity supplemented the family income by running a boarding house. And Barnum searched the advertisements in the daily papers for his "proper outlet." On a day in July 1835, he took his head out of his newspaper to serve a customer named Coley Bartram, whom he'd known some years earlier in Connecticut. (Turn page)

CONTINUED The Life of PHINEAS T. BARNUM

Bartram told Barnum of an "investment" he'd recently sold. He and one R. W. Lindsay had purchased "a slave woman who was 161 years old and formerly the nurse of George Washington." They had exhibited her quite profitably at the Masonic Hall in Philadelphia, but Bartram didn't like to travel around with an exhibition and had sold his share in the aged woman to Lindsay; and now Lindsay wanted to sell out so he could return to his family in Kentucky.

P. T. Barnum sped to Philadelphia, where Lindsay showed him a yellowed bill of sale, dated Feb. 5, 1727, showing that the ancient slave woman, Joice Heth, had then been 54 years old when

Washington." She'd talk enthusiastically as long as visitors would converse with her, then she'd sing ancient hymns until someone suggested she rest.

The real con artist here was probably Joice Heth. An old and helpless slave woman needed a good master to support and treasure her, but as an ordinary slave Joice had nothing at all to recommend her.

Barnum haggled Lindsay down from \$3,000 to \$1,000, the entire amount to be paid within ten days. He gave Lindsay a few dollars deposit and rushed back to New York to raise the rest. He sold personal property for \$500 cash, talked a friend into lending him an equal

\$1,500 each week from the exhibition, a sum that few people then earned in a year. P. T. Barnum had found the proper outlet for his talents—"catering to that insatiate want of human nature—the love of amusement." And America had her first great showman.

Barnum had an assistant, Levi Lyman, "a shrewd, sociable, and somewhat indolent Yankee lawyer," and the two took Aunt Joice on tour after the exhibition's New York crowds slackened. In Boston, in Philadelphia, and in other cities, when audiences began to thin, Barnum would plant letters "from an invented man" in the newspapers declaring that "Joice Heth is certainly not a human being. What purports to be a remarkable old woman is simply a curiously constructed automaton, made up of whalebone, India-rubber, and numberless springs ingeniously put together. . . . The exhibitor is a ventriloquist. . . ." The crowds immediately swelled again, with many returning for a second look, and the engagement was lengthened, sometimes for weeks.

Aunt Joice got sick late in February 1836. Barnum sent her to his brother's house in Bethel, where she had the best available medical care. But she died in a week. Barnum had promised an eminent New York surgeon that he might perform a post-mortem examination on her. The doctor was quite surprised to find that the absence of ossification of the arteries in the heart region indicated she was probably not over 80. Newspapers then called Joice's exhibition "a scandalous affair." The criticism didn't bother Barnum. He made lengthy statements for the press in which he said he had "hired" Joice in good faith, and he admitted the old bill of sale must have been wrong or forged. He also managed to get in a lot about his current show,

(Continued on page 53)



CULVER PHOTOS

Fire twice destroyed Barnum's American Museum, New York. Above 1865 blaze, a \$400,000 loss. In 1868, fire in second museum ruined \$228,000 collection of curiosities.

she was sold to a friend by George Washington's parents. The rest of the story was that when George Washington was born five years later they had borrowed Joice Heth back to nurse the baby. The ancient black woman herself testified to that. Lindsay said he had checked out the details very carefully with the respectable Kentucky family from whom he'd bought her. It all made Joice Heth 161 years old when Lindsay had bought her, and 162 at the time of Barnum's inquiry.

Barnum was fascinated by Joice's mummy-like appearance and strong, sure voice. She was toothless and blind, with sunken eyeballs—and "skeleton thin," with "fingernails four inches long." She was almost totally paralyzed, with her knees drawn high in a fixed position. But her mind was alert and her pleasing voice never faltered as she answered all kinds of questions about "raising George

amount, sold his half of the grocery to get expense money, and hurried back to Philadelphia to take title to the Negress he'd begun calling "Aunt Joice." From that time until her death, Joice Heth had it made. Barnum treated her like the treasure she was.

Barnum first exhibited Aunt Joice in a room just off Niblo's Garden, at Broadway and Prince Street, a popular New York saloon and refreshment center owned by William Niblo. Niblo provided an apartment, the exhibition room, advertising money and a ticket seller for half the gross receipts. Barnum's advertising campaign included huge posters plastered all over the city, newspaper ads with reproductions of the old bill of sale, and a pamphlet selling for six cents a copy that gave a lively, expanded version of Joice's history. New Yorkers were soon buzzing about Aunt Joice. For several months Barnum and Niblo split

WALTER BOLL



The Barnum Museum in Bridgeport, Conn., houses relics of the showman's private and public life. Free, it draws around 30,000 persons a year.

LIFE IN THE OUTDOORS

Wild Foods

SUPPOSE YOU become stranded in the wilderness, a lost hunter or a survivor of a wrecked aircraft. What would you use for food? Animals, of course, if you have the ability and equipment to hunt or trap them. But there are also thousands of edible plants of which most sportsmen are entirely unaware.

There are numerous roots and tubers. One of the commonest is the arrowhead, named after the shape of its leaves; its root resembles a small sweet potato. Another is the Jerusalem Artichoke which is a wild sunflower once prized as food by the Indians; it has a cluster of edible underground tubers. Ground nuts were important in the diet of the early Pilgrims. This plant is a vine with fragrant purple flowers, and pods that contain pea-like seeds which can be cooked like peas. The ground nuts grow on the roots like small potatoes but when cooked taste like turnips. Roots and tubers are usually boiled until tender.

Wild roses are common, and they provide a food that not only is delicious but contains fifty times as much vitamin C as fruit juice. It is the rose hip, the seed pod that grows below the flower. It can be eaten as is, or boiled into a syrup. The Papaw was used a great deal by the Lewis and Clark Expedition. It is a large-leaved shrub with green spring flowers, and the intersection of its branches produce the Papaws which are yellow fruits that resemble short bananas and are eaten raw. Cattails are edible, both raw and cooked. The flower spikes are collected before they become golden with pollen, then boiled and eaten like corn-on-the-cob. The tender insides of the stalks are similarly prepared, while the roots can be dried and ground into flour. Purslane, a nutritious green food, is usually considered just a weed and is found in almost everyone's garden. It's a low trailing plant with narrow thick leaves that can be used in a salad like lettuce or boiled like spinach.

Young shoots of the willow, including the pussy willow, can be stripped of their bark and eaten raw. Also the young leaves. Strengthening tea can be made from the hemlock and other trees of the pine family by boiling the new green tips, or even the needles themselves. In an emergency the inner bark of the pine, spruce, hemlock, fir, etc. can be eaten raw or cooked to provide nourishment.

Only a few of the many life-saving wild foods have been mentioned. For more information, including methods of identifying the plants, read: "Free For The Eating," by Bradford Angier, \$4.95 published by Stackpole Books, Cameron and Kelker Sts., Harrisburg, Penn. 17105.

YOU CAN PROTECT your small boat from rough, pebbly beaches with Roll-A-Boat roller units from Gloy's, 12 E. 22nd St., N.Y., N.Y. 10010. The soft, inflatable canvas and rubber roller units can support



Roll-A-Boat rollers at work.

up to 1,200 lbs placed under a boat as shown in this photo. Usually two are required. But they'll double as life preservers on board. They're 43 inches long, 10 inches in diameter and sell for \$10.95 each.

BEFORE going fishing, either wading or in a boat, put your wallet in a sealed plastic bag before slipping it into your pocket, advises Al Kulupka of Spring Valley, Ill. Then should you accidentally fall into the water, your important cards and papers will stay dry.

BASS, pickerel, panfish and catfish usually have a muddy taste when cooked. To eliminate it, first soak them overnight in water to which you've added a couple of handfuls of salt, suggests William Auld of Garden Grove, Cal.

WHEN carrying your camera on a long, hot trip in a car or boat, the heat can damage the film, especially color film, we're

reminded by Mrs. Gladys Clarke of Santa Ana, Calif. Protect it by wrapping it in aluminum foil to reflect the heat, or carry it in a small styrofoam cooler.

DO-IT-YOURSELF kit for learning to fly-cast is, the "Fly-O," new from Garcia Corp., Teaneck, N.J. It contains a miniature fiberglass rod, a length of colored bulky yarn, regular fly line, a leader and a book of instructions prepared by Lee Wulff. Casting the yarn perfects timing which is the secret of good flycasting. Price: under \$6.

EVERY outdoorsman should carry in his kit a set of emery boards, the kind the girls use to trim their fingernails, writes Floyd Long of Baldwin Park, Cal. They provide a coarse and fine grit for touching up knife edges, fishing hooks, etc.

THE BEST insulator to place under sleeping bags is several layers of newspaper, reports Henry Sherrer of Bay City, Texas. It protects against both dampness and cold. Burn it or bury it when you're finished with it; don't litter.

A CAMP washer can be made from an empty plastic jug with several nail holes in the bottom. To use, hang up the jug, fill it with water, then fasten its cap tightly, instructs Mrs. Gary Sidel of Crook, Colorado. Loosening the cap slightly will allow the water to drip slowly out of the holes.

FLOUR, sugar, salt, coffee, etc. can be carried on camping trips in individually identified plastic bags, writes Mrs. Laura Hill of Humboldt, Sask. Canada. They're better than the original boxes which are clumsy, easily crushed and difficult to store.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.



"Not so fast, Clay!"

THE AMERICAN LEGION MAGAZINE

A Letter to THE WALL STREET JOURNAL

EDITOR'S NOTE: Last month we published a commentary on a story that appeared in the Wall Street Journal. The Journal alleged that The American Legion is dying, ebbing, out of date, uninfuential, and out of touch with Vietnam veterans. Our comment in August was an appraisal of what the Journal actually said. Below is the text of a letter to the Wall Street Journal on what it did not say. It is a review of the work and the growth of the Legion, written by National Commander Alfred P. Chamie to Warren H. Phillips, Editorial Director of the Wall Street Journal. The text of Nat'l Commander Chamie's letter follows:

DEAR MR. PHILLIPS:

ON MAY 19, the Wall Street Journal printed a lengthy page one article on the problems facing The American Legion. The points it raised are not new. Among other things they involve decaying central city Posts, lack of communication among men of various generations, and the need for new programs keyed to a changing America. All of these things, and more, have been the subject of serious, thoughtful analysis by American Legion leaders from all fifty states and a half dozen foreign countries.

The Journal report emphasized our problems. Quite apart from any correspondence you received from other Legionnaires. I would like to complete the picture by presenting some observations on our accomplishments and growth and to express the hope that The American Legion holds out to the young returning Vietnam veteran, to those Americans who are still serving worldwide, and to the veterans of WW1, V'W2, and the Korean War.

Legionnaires devoutly wish there would be no future wars and that the ranks of veterans would therefore "fade

By **ALFRED P. CHAMIE**

**National Commander,
The American Legion**

away." that generations of peace would exact their toll, as they did to The Grand Army of the Republic. However, the march of events in the 20th century has pyramided the number of veterans in the United States. WW1, WW2, the Korean War, the Cold War, and Vietnam have followed one after another.

As a result of the successive wars of the 20th century, The American Legion is growing, it is not "fading away." It is the largest veterans organization in the world today. The American Legion now has a membership of two million seven hundred thousand, organized in some sixteen thousand two hundred posts. Vietnam veterans who are members will number approximately 425,000 this year, and will supplant the veterans of WW1 as our second largest membership component. Death claims more than 70,000 Legionnaires every year, yet this year we replaced our losses from death and other causes and added approximately 25,000 additional members over our total membership of last year. Since 1964 the Legion has had a gain in total membership of 175,000. [Approximately 150,000 as of last Dec. 31, now running 25,000 ahead of that pace.] Membership lists this year may be emptying of our older veterans but they are more than refilling with new veterans.

Legion members come from all parts of the country. They represent every segment of the population, labor, management, the arts and the professions. Our membership is composed of men and women of every race, color, creed and national origin. It numbers hundreds of advocates of both major political parties as well as thousands more who are identified with no party. [The Journal had characterized the Legion as "conservative Republican."]

As Legionnaires we are neither Republicans nor Democrats. We do not identify with any partisan organization. Our National Constitution does not permit us to do so. Politics is not our business. In fact, no candidate for nomination or election to, and no incumbent of any remunerative elective public office may hold an elective office or an appointive remunerative office in The American Legion.



Nat'l Commander Chamie

The support over the years for the old, the ill and the disabled veterans, and for the widows and orphans of veterans is part of the Legion story that is mostly untold.

Most of the Legion's original legislative aims have been accomplished, including a strong national defense, designed to insure the peace, and a single Veterans Administration to administer veterans benefits.

It was the American Legionnaires of WW1 who drafted the basic G.I. Bill



The New Jersey Legion Boys' State, all high school juniors, meet on campus of Rider College. Nationally, 28,000 attended such Legion youth conclaves in 1971.

of Rights for the veterans of WW2. No political or social historian could name any other legislation that has brought more well-being to America, more opportunity, more stimulus, more education, more improvements in the standard of living to a whole generation of veterans.

The Legionnaires of WW2 brought their G.I. Bill benefits and more to those who served in the Korean War and the Cold War. All three generations of veterans have worked together in behalf of those who have fought in Indochina.



The House Vets Affairs Committee hears Legion testimony on vets legislation. Several hundred were invited in by Chmn. Olin E. Teague (Tex.)

We, who are Legionnaires of today, have sought to make The American Legion relevant to the times in which we live.

A close review of the resolutions of our recent national conventions will demonstrate that The American Legion is attuned to the mainstream of America and to the consensus in the Congress which annually enacts many of our proposals into law. [The Journal had said the Legion had lost its former influence in Congress]. A measure of our success in the legislative area is evident in the fact that more of our proposals concerning veterans benefits and other subjects of national concern were passed by the 91st Congress than by any Congress since WW2. Some of these include:

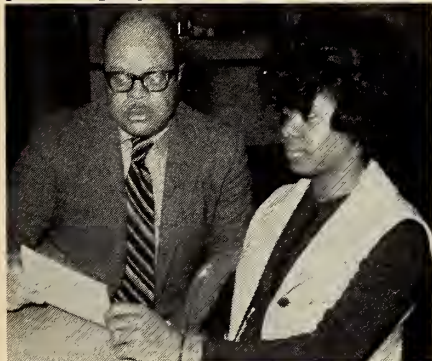
- Public Law 91-219 [which] increased education and training allowances and modernized both academic and vocational training programs for veterans.

- Public Law 91-506 [which] provided major improvements in the veterans home loan program, including extension of the program to Vietnam veterans. It reopened the program for all heretofore eligible veterans who had not used all of their benefits, and for the first time it included mobile homes and made other improvements in the over-all program.

- Public Laws 91-96 and 91-376 [which] improved and increased monthly benefits payments for widows, children and dependent parents of veterans who died from service-connected causes, and the disability compensation rates for living service-disabled veterans.

- Public Law 91-291 [which] increased from \$10,000 to \$15,000 the amount of insurance automatically extended to members of the armed forces, and made other substantial improvements in the program.

- Public Law 91-588 [which] improved the veterans and dependents pension program and avoided the loss

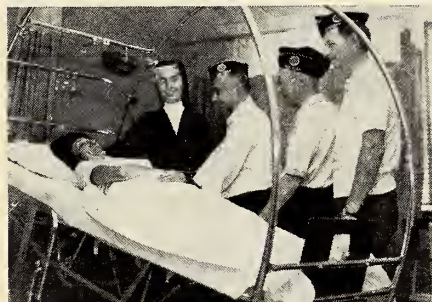


Rick Barnes, Washington-based nat'l Legion service officer, counsels Vietnam widow Mrs. Vera Williams on her rights. Both are guests of all-black Giles Post in South Chicago as part of its drive to bring Legion services to an urban ghetto area.

by more than a million pensioners of all or a portion of their pension benefits by reason of previously enacted Social Security increases.

- Other significant public laws benefiting veterans, that were supported by The American Legion, include liberalization in eligibility for VA hospitalization, out-patient treatment and the furnishing of drugs and medicine for certain veterans seriously disabled from non-service connected causes.

Several other enactments, while important to those affected by them, did not necessarily pertain to the entire veteran population. Some of these were: improvements in paraplegic housing legislation, and the automobile and prosthetic appliance programs for amputees; educational assistance programs for wives, widows and children of POWs and persons missing in action, and G.I. home loan eligibility for their wives and widows.



Legion Post 80, Binghamton, N.Y., gives a \$1,043 electric bed to Lourdes Hospital.

Our theme for the current year has been "Reach Out." This is a program of service in "reaching out" to those amongst us who are in need, to our prisoners of war, to our returning Vietnam veterans, to our older veterans, to our youth and to our communities.

As a matter of top priority this year we sought to arouse the American people, as well as world opinion, to the plight of the Americans held prisoners of war or listed as missing in action in Southeast Asia. There are some 1,659 personnel who are missing in action in Southeast Asia. We understand approximately 460 of these are in prison. We do not know the status of the others. The American Legion is determined that these men shall not be forgotten nor forsaken. To this end, we have developed television programs that have been seen by some 44 million viewers, radio programs, a motion picture documentary and an American Legion Prayer (a copy of which is enclosed) that has been used throughout the country in churches, synagogues, and at appropriate civic events. The American Legion has successfully solicited proclamations from governors, mayors, legislatures, city councils, boards of supervisors and from civic groups that designated a Prisoner of



Cleveland drug-education program sponsored by Ohio Legion for leaders of 35 Legion districts. It's part of a nat'l Legion program to save young people from becoming drug-hooked.

War day, or week or month.

We made our facilities, space and staff in our Washington, D.C. office available, without cost, to the League of Families of the Prisoners and Missing in Action in Southeast Asia. It is a matter of pleasure to us that Congress in joint session recognized the week of March 22, 1971, as a Week of Concern for The Prisoners and Missing in Action in Southeast Asia. Likewise, that the United Nations in December 1970 by resolution recognized the need for humane treatment of prisoners of war in accordance with the provisions of the 1949 Geneva Convention.

By this prisoner of war program we hope to assist in achieving the following objectives: the release of the prisoners in Southeast Asia as soon as possible; the identification of those prisoners who are being held; the inspection of the prison camps and sites by a third party neutral organization such as the International Red Cross; regular mailing privileges; and humane treatment for the prisoners as required under the 1949 Geneva Convention, to which Hanoi is a signatory.

Another of our priority "Reach Out" programs has been to serve the needs of returning Vietnam veterans. We have sought to insure for them an appropriate program of benefits, to advise them of such benefits and how best to utilize them.

For those returning veterans who are sick and disabled we have been vigilant to see that they receive the very best of medical and hospital care, second to none anywhere in the world. We appreciate the contributions made to this program by the dedicated men and women of the Veterans Administration and by the Administrator, Mr. Donald E. Johnson. In this regard we supported in the Congress the \$105,000,000 addition to the 1971 Fiscal Year budget of the Veterans Administration for increased hospitalization and medical care, which was adopted. Similarly, we have appeared before Con-

gressional Committees seeking an increase in the 1972 Fiscal Year budget for the Veterans Administration from 9.8 billion dollars to 10.8 billion dollars. If adopted, this will be the most generous budget in the history of the Veterans Administration.

We are also deeply concerned that the returning veterans who are able-bodied should come back into a healthy economic climate in which they can obtain employment. To this end we established a top priority "Jobs for Veterans" program in which returning veterans are brought together with prospective employers. Some recent examples of the results of this program:

- The American Legion of Colorado held a job clinic at which 4,500 veterans registered. These veterans were

132 veterans were immediately employed, 72 were referred and 31 were employed after the clinic.

- The American Legion of Ohio held 2 job clinics, at which 650 veterans registered. Sixty-two were placed in jobs immediately and 120 were pending for job counseling.

- The American Legion of North Dakota held a job clinic at which 511 veterans registered and 52 employers participated. This resulted in 157 veterans being either placed in employment or on-the-job training.

- The American Legion of New Jersey held a job clinic at which 600 veterans registered and 37 employers participated. Forty-six veterans were placed immediately and the others are awaiting counseling.



Hospitalized vets see an All Star pro football game as guests of Chicago Legion.

interviewed by 36 employers and 15 agencies, and 600 of them were immediately placed in jobs.

- The American Legion of Maryland at its job clinic registered 1,971 veterans with 119 employers participating. Two hundred and seventy-eight veterans were placed in jobs and altogether 778 were eventually employed.

- The American Legion of Oklahoma in one day registered 6,300 veterans at a job clinic, with 100 employers participating, and more than 1,000 were hired that same day.

- Seattle Post No. 1 of The American Legion has a telephone recorder operating 24 hours a day to which veterans may telephone, leaving their name, number and address. A volunteer member of the Post takes this information and returns the veteran's call. To date 776 calls have been received, of these 447 have gained employment.

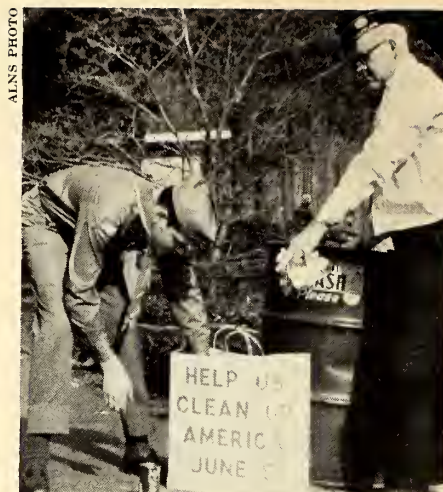
- The American Legion of Arizona held two job clinics, one in Phoenix and one in Tucson. A total of 1,200 veterans registered, 62 employers participated,

- The American Legion of Idaho held a job clinic at which 410 veterans registered and 62 employers participated. Thirty veterans were immediately hired and 20 are receiving counseling. The other applications are pending.

- The American Legion of Maine held two job clinics. A total of 1,624 veterans registered, of these 243 either



Part of a nat'l Legion advisory committee of Vietnam Legionnaires meets at nat'l conv.



Maryland Legionnaire joins Boy Scout in Scout cleanup drive. Legion sponsors more than 4,000 Boy Scout units in nation.

were employed or were scheduled for interviews with possible employers.

For those not possessing required skills for available jobs we have urged "on-the-job training" programs or the obtaining of vocational, high school or college education.

We started with "Jobs for Veterans" pilot projects in 17 states, and have now expanded the programs into practically every state. President Nixon thought so much of the idea he adopted it as a federal program.

We also have great faith in our young people, who will be the leaders of tomorrow. This year we placed special emphasis on our programs to "reach out" to our youth. We sought to involve ourselves with them and to involve them with us in leadership and character building projects, such as:

- The Sons of the Legion and the Junior Auxiliary programs involving some 18,000 boys and some 100,000 girls.

- The Boy Scout program, in which we sponsored some 4,000 troops and the Girl Scout program, in which we sponsored 950 units.

- The Boys' State and Girls' State programs, in which more than 28,000 young men and more than 18,000 young girls participated in model state

governments and a model of the federal government. In the State of New York, where your publication is based, the New York American Legion, as an example, spent \$250,000 this year on its Boys' State program.

The National Oratorical Contest, in which high school students participated presenting speeches on the meaning and interpretation of the Federal Constitution. Some 200,000 students took part this year, with winners receiving scholarships as high as \$8,000, with which to further their education.

Senator Frank Church and astronauts Alan Shepard, Jr., and Neil Armstrong are three of the more famous past participants in the Oratorical and Boys' State programs. Senator Church was a national championship winner of the Oratorical contest, for which he received a college scholarship. Through



PHOTO: PEET, PORTSMOUTH

Legionnaires of Post 190, Portsmouth, Va., give wheelchair to cerebral palsy victim Michael Parker, 13, at his special school.

the years there have been thousands upon thousands of less well-known youngsters who found in these programs a lasting understanding of what it really means to be an American.

In addition to the programs mentioned, the program of School Awards gave recognition to thousands of high school students throughout the country this year for their demonstration of good citizenship.

"Need a Lift," a booklet prepared and published by The American Legion provides the most comprehensive information now available on scholarship programs available throughout the country. Its authoritative status is recognized and accepted in the academic world. [More than 125,000 copies will be made available for school counselors in 1971-72.]

The American Legion's Children and Youth Activities program (formerly known as Child Welfare) provides assistance to needy children and to the orphans of deceased veterans. We have spent more than \$250,000,000 on this



O. Theodore Francis, left, conducting a regular Saturday art class for children in a program of Legion Post 1018, St. Albans-Cambria Heights, N.Y. In summer, more are held.

program, \$10,000,000 of which was spent last year.

Our bands, drum and bugle corps, color guards and choral groups throughout the country total 600 units, composed of approximately 35,000 who participated this year.

The American Legion Baseball Program includes more than 100,000 young ball players on 5,700 teams who participated last year alone. This program has supplied over 60% of all the baseball players now in the major leagues. Through the years it has developed such stars as Yogi Berra, Brooks Robinson, Frank Robinson and Ted Williams, to name a few. There are countless young men who found in American Legion Baseball an avenue to a constructive career, a healthy environment and a better life. Hundreds of thousands of boys who did not become big leaguers have found in our youth baseball a wholesome, organized, adult-led, summer recreation and development program—its main purpose.

We look back with gratitude to the many achievements of The American Legion in years gone by. It is our trust and hope that in fulfilling the programs and principles of The American Legion this year, in the same spirit as was done in the past, we helped make a meaningful contribution to the welfare not only of our own great organization, but also to our country and to our fellow man.

We are confident that the future ac-

tions of The American Legion will continue and increase its role as a relevant and dynamic force in our society.

We do not despair of criticism, for criticism can be constructive. By the same token, we feel that in all fairness there should be a recognition of the current growth, vitality, and the contributions being made by The American Legion. We trust that in this spirit you will want to present our views in your newspaper in a comparable position and with the same prominence as your page one American Legion article in your issue of May 19, 1971.

If further clarification is needed, I would be pleased to meet with you at your convenience.

Thank you for your consideration and cooperation.

Sincerely yours,
ALFRED P. CHAMIE
National Commander

ED. NOTE: *The Wall Street Journal* told Commander Chamie that it would publish the above if he'd get it all in a one-page letter. Commander Chamie said that would emasculate it, so would they publish a short letter from him saying that the above would appear in this issue of this magazine. The Journal said no, it wouldn't tell its readers what would appear in another publication. The Journal's original story that the Legion is dying and ineffectual filled 47½ inches of its May 19 issue.

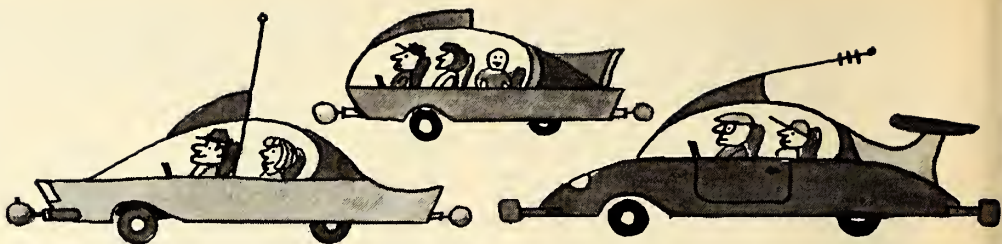


Five ambulances with which more than 100 Legionnaires of Post 401, Owego, N.Y. serve most of Tioga County. Service has been carried on, and enlarged, over the last 13 years.

By HARVEY ARDMAN

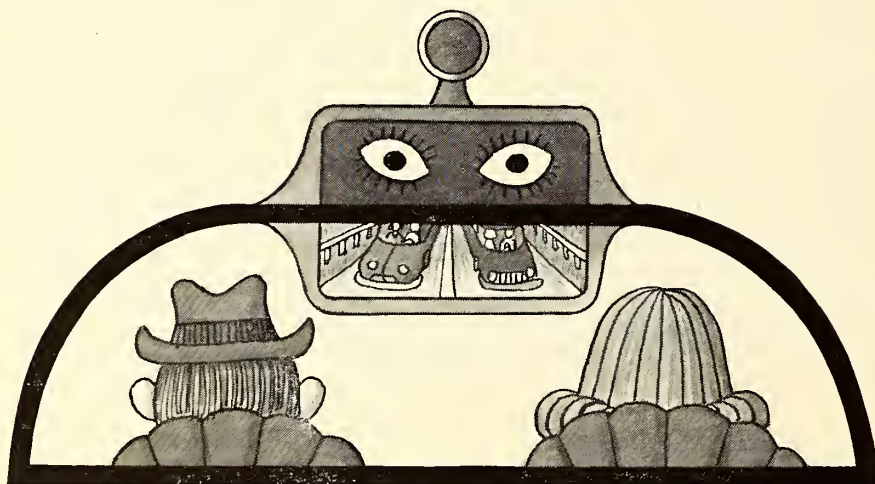
AS A RESULT of a chain of events set off 72 years ago by H. H. Bliss, your car in 1980 may hardly be recognizable by today's standards. The 1980 car may not look like any of the drawings with this article. No matter what it will look like, our drawings give you an idea of a few of a large number of changes that are in the works.

Safety features are what we are talking about. The changes that pollution controls and other things will also bring to cars are something else again. Marked changes, due to safety features alone, will even be seen between 1973 and 1975. Such things as rear vision periscopes; devices to make drivers use safety belts and to protect drivers who won't protect themselves; ignitions that a drunk can't operate; exterior lights that go on at high speeds to call the cops; rugged protruding bumpers with shock-absorbing devices—these are only a few of the coming innovations that will stand as a memorial to the late H. H.



How Our Autos Will Change by 1980

A look at what government is going to make the auto industry do so cars can be truly safe.



A backward-looking periscope, in place of the rear-view mirror, to give drivers a view free of the present blind spots is a possibility in three to five years.

Bliss, and perhaps prolong your life.

Mr. Bliss stepped off a trolley in New York in September 1899, and was reaching out to help a lady passenger when he was struck and killed by a horseless carriage. His was the first recorded death by auto in the United States.

Some 1.5 million American traffic deaths later, the federal government passed the National Traffic and Motor Vehicle Safety Act of 1966. It directed the Secretary of Transportation to issue federal motor vehicle safety standards that manufacturers had to conform to, under penalty of law.

The Secretary of Transportation, in turn, set up an agency in his department to deal with safety alone—The National Highway Traffic Safety Administration, which we'll call the NHTSA henceforth. By 1968, NHTSA had ordered a number of safety features in cars. Every new

American car since the 1968 models has had headrests as whiplash protection; a collapsible steering column to help prevent chest injuries; dull-finish dashboards and wiper arms so you can see without glare; padded instrument panels; better door latches; outside rear-view mirrors—and other safety features, not the least of which are safety belts front and rear.

Though all of this, as you'll see, was only the beginning, the U.S. traffic toll dropped by 1,100 last year, the first decrease in U.S. history. The 1973 models will see the biggest safety changes yet and more will follow, though there's a good deal of contention about some of the changes set for 1973. The proposed air bags that would inflate on impact to protect car riders are very much subject to debate. But the pressure that has been developing for decades is on. If

we don't get the air bags we'll get something else to serve the same purpose.

The history of safety engineering in cars isn't as recent as some moderns believe, it is just moving faster now and is about to accelerate more.

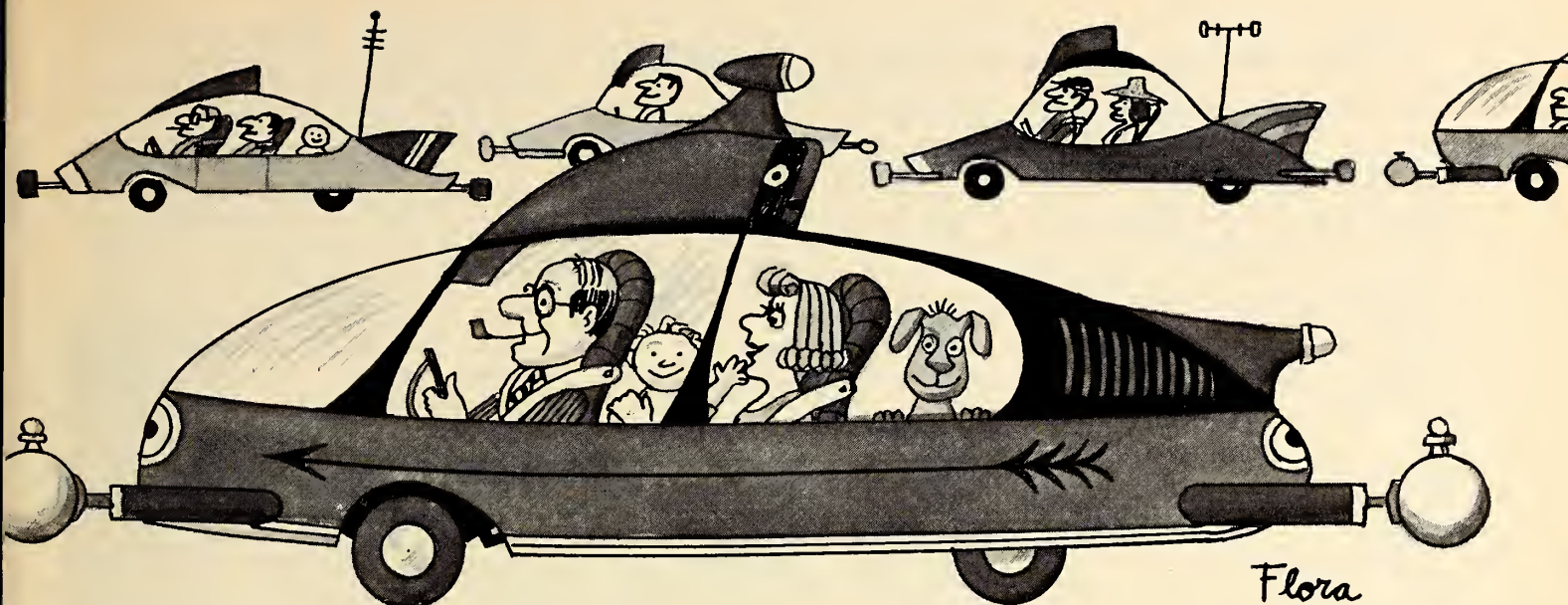
It was exciting, back about 1923, when the first cars with four-wheel brakes came out. Before that only the rear wheels had brakes, and their stopping power was vastly inferior to what it has been ever since. Some owners of Model T Fords were happy, in the days of two wheel brakes, because reverse gear on a Model T was operated by a foot pedal. If they had to stop in a hurry, they'd tromp on the reverse pedal. The more common stick shift cars had no such charming feature.

Well into the 1930's, auto glass wasn't much different from window glass. In an accident it shattered into sharp fragments that sliced up riders and pedestrians unmercifully. In the 1930's the federal government required shatter-proof glass and sealed beam headlights. In the 1930's and 1940's, doctors who'd had a bellyful of patching up accident victims, began talking loudly about how improved car design could spare a lot of accident victims from the horrible injuries on which the doctors worked.

As early as 1934, Dr. Clair Straith, of Detroit, conferred with car makers on designs to minimize injuries. In 1948, Dr. Fletcher Woodward, of the American Medical Ass'n, made detailed suggestions for modifying auto interiors to reduce injuries.

Such efforts made little headway. In 1957, a former auto engineer, Henry H. Wakeland, asked the Secretary of Commerce to insist that the government only

ILLUSTRATED BY JAMES FLORA



The shape of things to come.

buy cars with certain safety features and eventually require such features on all cars.

Wakeland went further. In 1961, he got the late Edward Speno, a New York State Senator, to put through a New York act that required the first mandatory safety equipment since the federal shatterproof glass stipulation of the 1930's.

Speno's first bill asked that all new autos sold in New York have seat belt anchorages in front. A year later, he pushed through a second bill, adding the belts themselves.

That set off a chain reaction throughout the country. Within months, several other states had similar laws.

In 1964, the first federal law in the new wave was passed. All autos purchased by the government (some 60,000 a year, including armed forces cars) had to have padded dashes, collapsible steering columns, dual braking systems and several other items. This was almost exactly what Wakeland had suggested seven years earlier.

Before this bill could take effect, Senators Gaylord Nelson (Wis.) and Abraham Ribicoff (Conn.) proposed laws that would apply the same standards to all cars sold in the United States.

The result, instead, was the 1966 law that created the National Highway Traffic Safety Administration (the NHTSA), and authorized that agency to dictate

the specifics of mandatory car safety.

In 1967, auto makers got orders from the NHTSA for the safety changes that appeared on 1968 models.

Today, the director of the NHTSA, Douglas W. Toms, is after big game indeed. By 1980, he wants the annual auto death toll in this country cut in half. He intends to do it by requiring autos so safe that deaths will drop even if collisions don't.

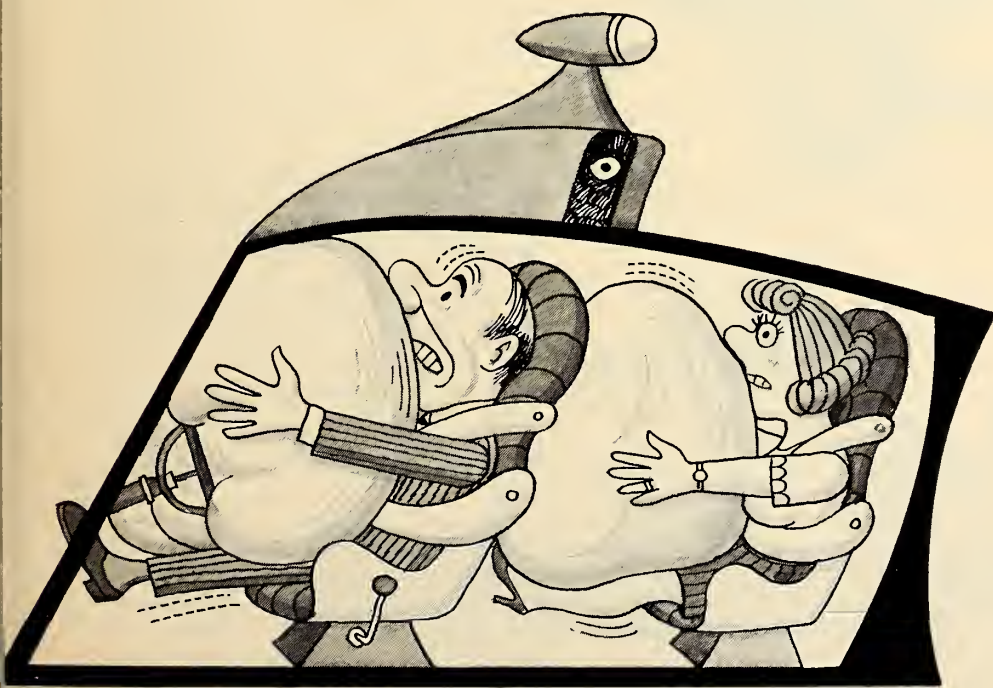
Mr. Toms doesn't hold drivers blameless for auto accidents. But, he says, "just because a man makes a mistake doesn't mean he should be killed for it."

If people would wear the belt and shoulder harnesses, perhaps he wouldn't have to be so concerned. The NHTSA estimates that 18,000 fewer people would die in car smashups each year if everyone wore belts. Only two out of five drivers, it seems, wear their lap belts regularly. Only a tiny portion use both lap and shoulder belts with any frequency.

These figures lie behind perhaps the most significant and controversial of NHTSA's proposals—that all car makers install "passive restraints" in their cars. A "passive restraint" is any device that automatically protects riders, whether they cooperate or not.

NHTSA now intends to require that all cars sold here after August 1973 have passive restraint devices able to protect front-seat passengers in head-on crashes of up to 30 mph. The requirement will probably be extended to rear-seat passengers a year later. In subsequent years, protection requirements will be raised to 40 mph, then, finally, to 50 mph.

The most publicized such restraint is the air bag. At the moment, the NHTSA also feels it is the most promising one.



A controversial safety feature being tested is inflated bags to protect crash victims.

How Our Autos Will Change by 1980

Air bags are large, balloon-like contraptions of coated nylon that inflate suddenly when a crash occurs. They pop up between front-seat occupants and the instrument panel (or between rear-seat occupants and the back surface of the front seat). Car occupants, thrown forward by the crash, smash into the air bag instead of the dashboard, steering wheel or windshield.

At least that's the theory. But despite more than 15 years of development, air bags "still haven't been invented yet," as one Ford engineer puts it. Ford is advertising reasons why air bags should not be mandatory as early as 1973, and wondering if it is possible to have an alternative "passive restraint" that early.

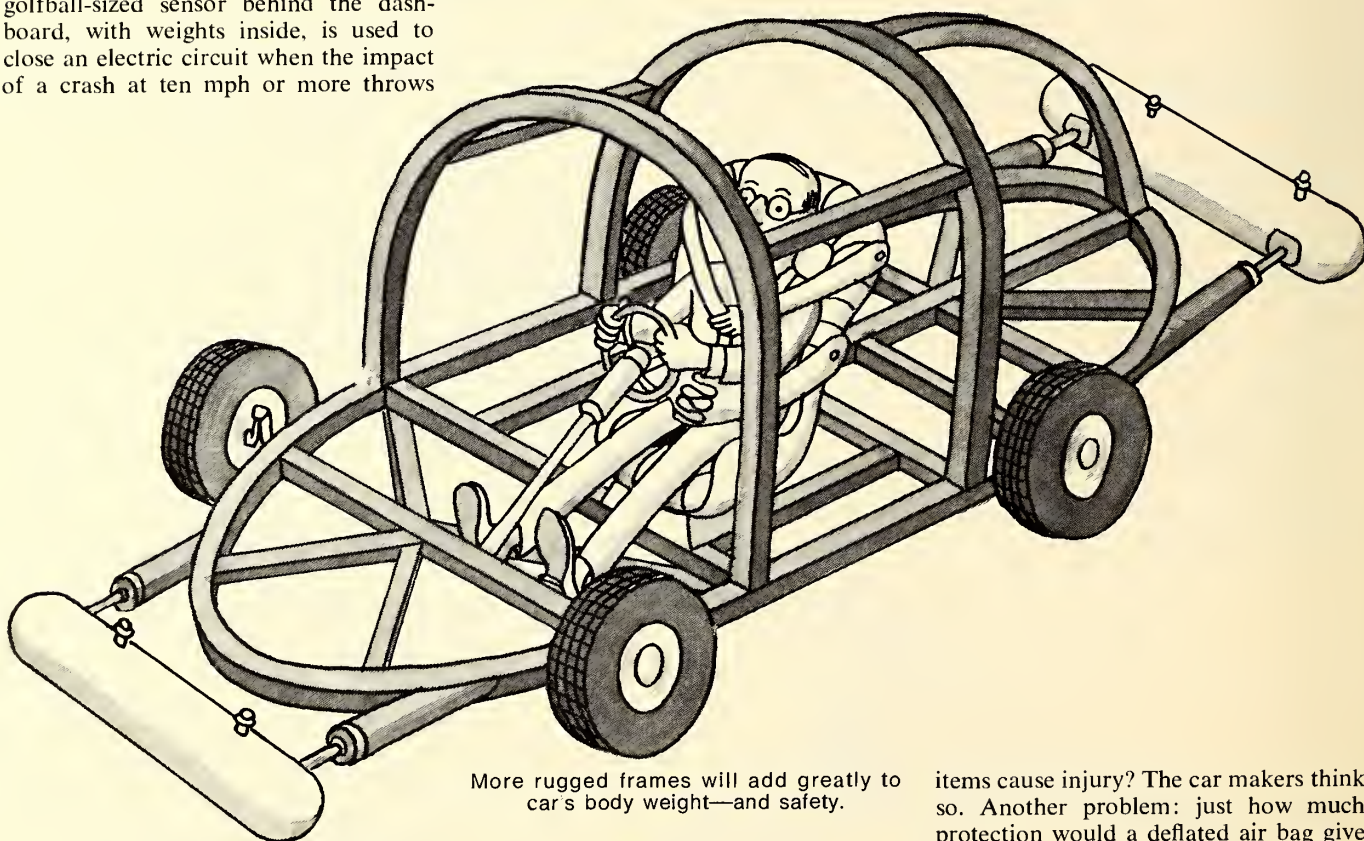
To inflate experimental air bags, a golfball-sized sensor behind the dashboard, with weights inside, is used to close an electric circuit when the impact of a crash at ten mph or more throws

jects a crash. That's twice as fast as the average eye blink. One problem here is the explosive cap. It sounds like a 12-gauge shotgun shell fired off inside a room. Outside of the "startle" effect, such a noise can be dangerous. In an Air Force experiment, four of 80 volunteers suffered some hearing loss a week after participating in an air bag experiment. A little ringing in the ears is better than being seriously injured in a crash, of course, but what if it's just a fender-bender?

How can a driver see to control the car with that huge air bag in his face, right after a collision? The test models solve this problem by having large holes in the back, so that the bags deflate in

the consequences. They also worry about children setting it off by fooling around and being whopped by it at a crazy angle.

If these serious problems are solved, auto makers fear others. They wonder what would happen to passengers who aren't in an upright, head-on, legs-on-the-floor and arms-at-the-side position when the bag inflates. They note that even if air bags do their jobs perfectly, they won't protect against rear-end collisions, sideswipes or rollovers (which account for 50% of all accidents). The best air bags so far developed protect only against head-on crashes, or those at angles of about 30 degrees right or left of head-on. Car makers are also worried about people who are smoking pipes, cigars or cigarettes when an air bag inflates, or those wearing glasses, dentures or contact lenses. Could such



More rugged frames will add greatly to car's body weight—and safety.

the weights together. When the sensor works, it works perfectly. Trouble is, it doesn't always work. In a recent test of early production sensors at Ford, only three of 40 performed according to specifications.

To get the bag to inflate fast enough to do any good, a high-explosive cap goes off (using about as much power as a .22 cal. shell). That fires off a bottle of nitrogen (pressurized to 3500 lbs. per sq. in.) stored behind the dash. Nitrogen shoots into the air bag, inflating it almost instantly. The bag is fully inflated in 40 milliseconds after the sensor de-

less than one second after inflating—but after occupants have dissipated their forward momentum by being thrown into the bag. Now when you're in a crash, losing forward vision for a second or so isn't likely to matter much. After all, you've probably already come to a stop against the other guy's rear bumper or something similar. But what if the bag goes off accidentally while you are driving? One second of blindness might mean disaster. This really worries the car makers. If 99.4% of the air bags installed in American cars never go off by mistake, 66,000 a year will in a typical 10 million car-sales year. Manufacturers rightly worry that they might be held liable for

items cause injury? The car makers think so. Another problem: just how much protection would a deflated air bag give in the event of multiple impacts? They must deflate too fast to protect against second and third blows in an accident.

Because of these problems, the auto makers are resisting this NHTSA proposal vigorously. Ford has even petitioned the government to ease the standard, or at least allow manufacturers more time.

The government is confident that air bags can be made to work. But it isn't insisting. "We leave it up to the auto makers as to how they meet the standards," says Rod A. Diaz, head of the NHTSA's motor vehicle standards section, and former chief of NASA facilities at Cape Kennedy and Houston. If auto

makers can prevent fatalities in crashes of up to 30 mph, as of August 1973, it doesn't matter to the NHTSA how they do it. Of course, the standards will be getting tougher every year to reach that 50 mph goal.

Fortunately, air bags aren't the only possible solution to the problem. There are at least three other promising ways

an air bag. But it would cover passengers only from shoulders to knees, not obscuring vision, and avoiding pipe-in-the-mouth type problems. It would protect against multiple impact, since it would remain in place until released. Japanese auto makers have come up with a similar device. Both are still under development. One problem: how to protect the

ent makes. Unless the government relents by giving car makers another year or so, one passive restraint device or another will be on every new car sold here after August 1973.

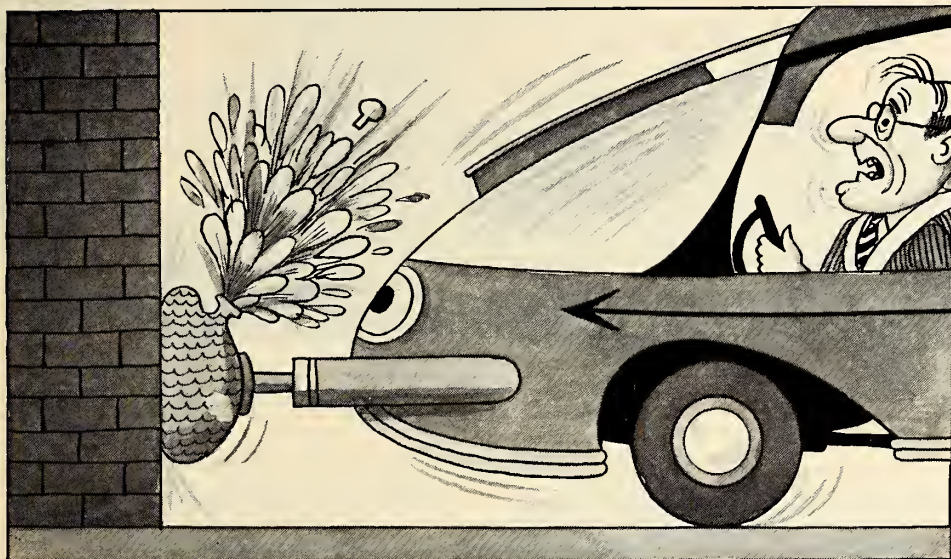
With the passive restraint standard about to come into effect, you might think the NHTSA was willing to forget about seat belts. It isn't.

Beginning with this fall's new cars, auto seat belts will be designed to make people use them. Until the belts are fastened, drivers will hear a loud, annoying buzz, like the buzz current cars emit when you leave the keys in the ignition.

It won't be easy to fool this system. There'll be a sensor on every seat. When a weight of 40 pounds or more is placed on the seat, the belt buzzer will be activated. Fastening the belts in advance and tucking them under the seat back won't stop the buzz. The belts must be in an unfastened state when the weight (that is, a person sitting down) is sensed, then fastened to turn off the buzzer. A clever do-it-yourself type of driver will be able to disconnect the thing if he really wants to, but it will be easier just to fasten the seat belt. Ford has talked about linking the ignition system to the belts, so car engines won't start unless seat belts are fastened. Another idea is to connect seat belts to one or more lights that are visible outside the car. The light would stay on if the belts aren't fastened, presumably drawing the eye of the police.

Every one of these systems is cheap and relatively simple—in contrast to the air bag or other passive restraint systems. There's every reason to believe they'll work—that car passengers will end up wearing seat belts, like it or not. Why, then, do we need complicated, expensive passive restraints? The government's answer is that the combination of passive restraints and seat belts will make absolutely sure car occupants are protected.

Car makers wonder if too much safety



Bumpers to really withstand bumps, such as this water-filled "pillow," are coming.

to provide cars with passive restraints.

1. *Improvement of conventional safety protection.* GM feels that some of its current models are protecting passengers in 25 mph crashes right now—and without air bags or any other fancy technology. According to Louis C. Lundstrom, director of automotive safety engineering, GM's 1971 "B" and "C" bodies "have the most that we can build into them." The "B" line includes regular-sized Chevis, Buicks, Pontiacs and Cadillacs. The "C" line includes the Olds 98, Cadillac and Buick Electra. Other makers claim similar progress. But, whether conventional safety protection can be improved enough to meet 40 or 50 mph crash standards is an unanswered question.

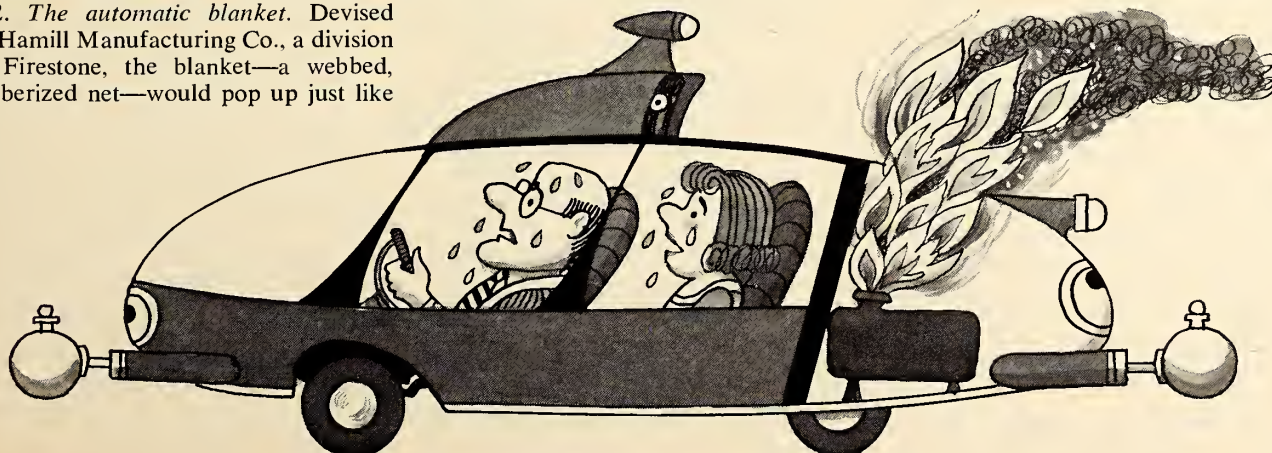
2. *The automatic blanket.* Devised by Hamill Manufacturing Co., a division of Firestone, the blanket—a webbed, rubberized net—would pop up just like

heads and faces of front-seat passengers?

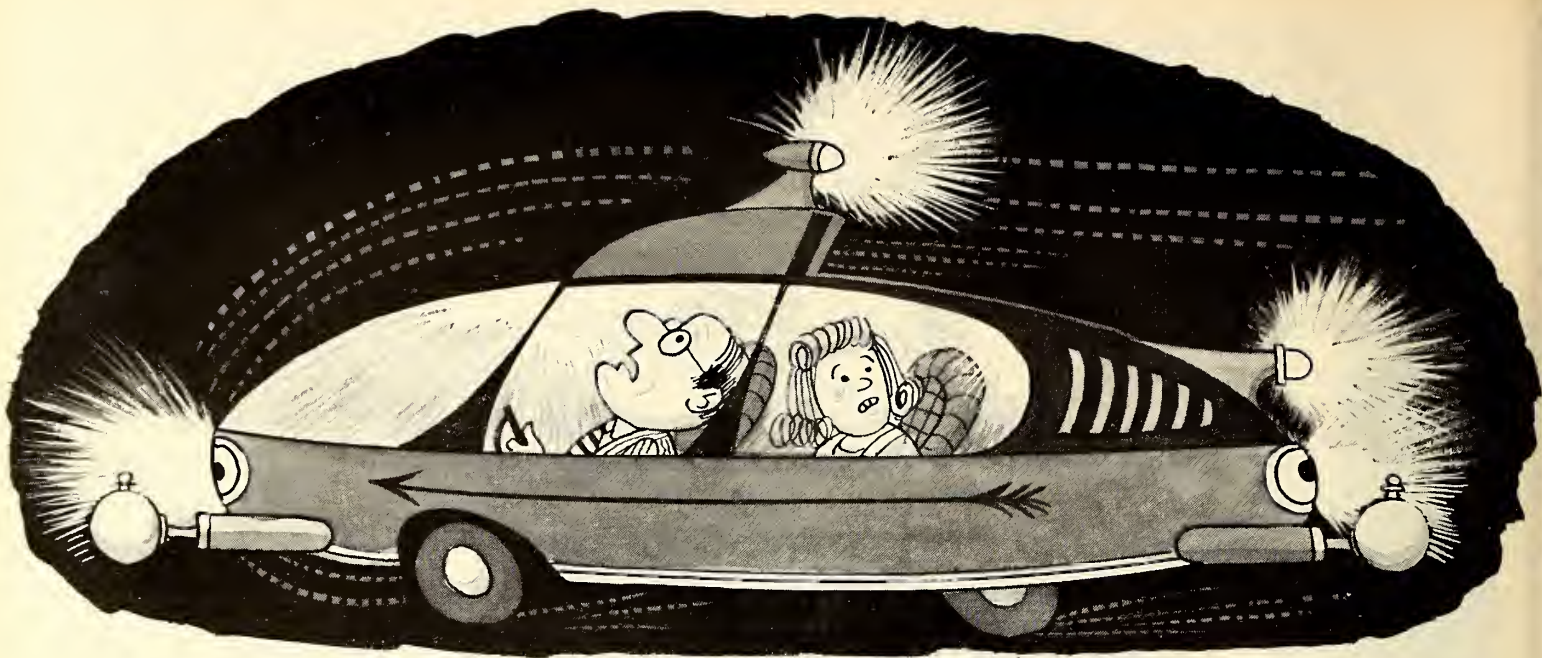
3. *The super-padded dash.* This one is Chrysler's baby. It's a huge tube filled with plastic foam pellets. The tube is used in combination with a knee restraint in the front seat to keep passengers from rising upward during a crash. It is cheap and reliable, but it crowds the already too-small passenger compartment, making entry and exit even more difficult.

As far as the NHTSA is concerned, all of these methods are "contenders." But more testing is needed, in each case.

It's hard to say what gadget will finally provide the automatic passenger protection that the government requires. You may see different devices on differ-



When federal standards are met, passengers will ride in a flameproof auto.



Flashers, visible from outside a car, will alert the cops if the car exceeds a certain high speed.

CONTINUED

How Our Autos Will Change by 1980

gadgetry isn't dangerous. The idea behind headrests was to prevent whiplash injuries to head, neck and back from rear-end collisions. Then goodbye whiplash and goodbye to the lawsuits parties with whiplash injuries were filing—and often winning—against drivers who struck their cars from the rear.

Today, with headrests installed on every new car sold here for the last four years, insurance companies aren't saying whether or not payments for whiplash injuries—real or imagined—are down. But drivers are finding that the headrests sometimes interfere with rearward vision, especially when they turn to look out the back window when backing up. This is a particular problem in some small foreign cars, where the headrests practically form a wall, separating front from rear.

The NHTSA is aware of the problem. It has taken no final action, but it has talked about pop-up head restraints, which might work something like air bags. This is one safety problem that turned out to be more complex than it looked. Similar problems might turn up in the future.

Douglas Toms and his agency are concerned with protecting the cars as well as the occupants. Soaring insurance premiums and rising repair costs are major problems for American motorists—since even “minor” fender-benders do hundreds of dollars worth of damage these days.

To protect the car owner's pocket-book, the NHTSA will require automakers to design and install bumpers

that really withstand bumps. The goal is a pair of bumpers that can allow your car to withstand a five-mph collision with little or no damage to grill, fenders, taillights, headlights or other parts.

A crash of five mph isn't much, to be sure. Yet, it includes almost all of those parking-lot-type collisions—the kind that drive car owners crazy. They are so common that Allstate Insurance says it will give a 20% discount to the driver whose car has bumpers that will completely protect it, front and rear, against five-mph crashes. For cars with five-mph bumpers up front and 2½-mph bumpers in back (the standard which 1973 model cars are scheduled to meet), Allstate will give a 10% discount. (Five-mph bumpers front and rear will probably appear on 1974 model cars.) Other insurance companies may follow suit. Even five-mph bumpers will save the American public almost \$1 billion a year in repairs.

The new bumpers won't resemble any yet seen. Today's bumpers, auto makers admit, are more for decoration than protection. One parts manual even calls them “styling panels.” Old-time bumpers were much better than today's, but even they didn't meet the five-mph standard completely.

Several five-mph bumper concepts are now being developed:

1. *The hydraulically cushioned bumper.* Mounted on small shock absorbers, this bumper moves backward during a collision, absorbing crash energy as it goes. Test models have been positioned three or four inches in front of fenders so that their travel impact

can dissipate the destructive force of a five-mph crash. They aren't cheap. Total added cost per car could run from \$50 to \$100. The heavier the car, the higher the cost.

2. *The spring-mounted bumper.* This one is mounted on convex pieces of spring steel attached to the front of a car's frame. In a crash, the steel compresses, absorbing destructive energy. Another system, basically similar, uses large rubber blocks instead of spring steel. The cost of these bumpers would probably be \$20 or less per car. (The sturdy bumpers of 1920 cars were based on a similar principle.)

3. *Polyurethane foam bumpers.* The basic idea of these bumpers is the same as that of the “water bumpers” now in use on taxis in some big cities. In a crash, several dozen plugs pop out of the water-filled bumper. The collision energy is absorbed in forcing the water out. The polyurethane foam bumper uses air in foam instead of water. It's expected to add only a nominal amount to car costs.

Chances are you'll see all three types of bumpers, and maybe some others, beginning this fall. They won't win any beauty prizes. They'll stick out three or four inches from the front and rear end sheet metal, they'll have a flatter face than current bumpers and a more solid appearance—something like amusement park dodge-ems. If the bumpers are metal, they'll be a good deal heavier than the current variety. An experimental steel bumper for the 1973 Pinto weighs 60 pounds, compared with 6.82 pounds for the 1971. Larger cars will need even heavier bumpers. NHTSA standards will require the bumpers to

protect a zone 16 to 20 inches above the ground, to protect against "mismatch" collision, where the bumper of one car overrides the bumper of another, smashing the other's grill or headlights. According to Richard A. Place, executive body systems engineer for Ford, "up to three-fourths of current minor collision damage" is caused by bumper mismatch.

All in all, the auto industry is reasonably happy about—or at least resigned to—the government's bumper requirements. "We brought it on ourselves," says Benn Parr, GM staff engineer for automotive safety. "...In the past, styling came first and we planned it that way."

Still, the new bumpers do present some problems.

Foreign car makers—Volkswagen in particular—are worried about meeting the 16-to-20-inch protection zone requirement.

Makers of large American cars are worried about adding three or four inches—front and back—to their cars. Some cars won't fit the average American garage if they're expanded this way. If you're buying a new car, check this out. Car makers feel that the massive new bumpers, protruding as they will, could set up vibrations on rough roads, causing handling problems.

Manufacturers are worried that the bumpers may bring cars to a stop too suddenly. Passengers might be thrown about far more quickly than today, causing new safety problems.

In general, the NHTSA (and even the auto companies, if pressed) feel these objections are more theoretical than practical. But the real test will begin when the 1973 model cars go on sale.

The NHTSA also means to see to it that auto makers adopt a host of more modest devices and alterations, each designed to contribute to safety in some way.

Today, every brand car—and nearly every model—has its own individualized dashboard. The new NHTSA regulations will make them more alike. All headlight controls will be in the same place. Ditto the windshield wiper and washer controls and the heater-defroster-air conditioning controls.

If you've ever fumbled for the headlights while driving a rented car on an unfamiliar expressway, just after a long, tiring airplane trip, you'll understand how standardized control locations on the dashboard can make a car safer.

The NHTSA standards will require that drivers be comfortably able to reach all controls—including radios and cigarette lighters—even when their shoulder belts are fastened.

In a few years, the government will require that all cars sold in the United States provide good, wide views through

front, side and rear windshields. (The exact angle of vision hasn't been finalized yet.) That means goodbye to tiny rear windows and styling tricks that block rear views. High powered defrosters and defoggers will also be required, to keep windows clear in all weather.

In three to five years, all new cars will probably have a backward-looking periscope instead of a rear-view mirror. This device is intended to give drivers a view behind them with none of the present blind spots.

The NHTSA intends to require brighter headlights—which nevertheless will produce less glare than today's—and brighter, more visible taillights.

In addition, the NHTSA is formulating strict requirements that should result in

—horns that sound out loud and clear, and that don't conk out unexpectedly, or turn on for no apparent reason,

—jacks that are designed to be slip-proof,



Much brighter headlights, yet with less glare than today's, will aid drivers.

—engines that automatically shift into idle, if the accelerator pedal should stick,

—tire inflation gauges that show at a glance if tires are properly inflated,

—flashers visible from outside the car that light up if the car exceeds a certain high speed, say 85 mph,

—passenger compartments that are free of carbon monoxide leaking from the exhaust system.

All of these items and more have been proposed by the NHTSA and are likely to become requirements within the next five years.

If the NHTSA regulations take effect as now scheduled, the cars of the middle and late 1970's will have much stronger frames.

There'll be upgraded standards for roof strength (to better protect passengers in the event of rollover), for door strength (to protect against side collisions), for rear end strength (to give passengers the same kind of protection they get from a heavy engine up front) and for door retention (so pas-

sengers are sure to stay inside the car—which studies have proved is safer than being thrown out).

Then, there will be new, stricter requirements to minimize the chance that a car's hood will penetrate its windshield during a crash, injuring front-seat occupants, and to be sure windshields stay in place during collisions.

Finally, the standards will require that cars be made nearly flameproof throughout. The entire passenger compartment will be encased by a fireproof barrier. The main target here is the gas tank and the passenger compartment, so that gas—flaming gas—can't come in contact with occupants. All interior materials will be fireproof, or nearly so, under the new standards.

None of this would be needed, of course, if crashes could be avoided entirely. And a good deal of work is being done on that subject.

Some companies have already developed automatic braking systems, using radar components that can tell the difference, say, between a huge trailer truck bearing down on your two-door sedan, and a stationary abutment coming up at a curve. They will make you slow down when danger's ahead. It's unlikely, though, that such equipment will soon find its way into all new cars sold in the U.S., since it's expected to cost about \$500 a throw. Furthermore, the auto companies say it will be at least five years before the system is perfected.

Another gadget in the works is a radar sensing device that will warn you when a car is closing too fast behind you. This one is expected to cost in the range of \$100 or so. It too is about five years off.

However, another device to prevent collisions has been perfected. It's an anti-skid braking system. When your car is sliding on glare ice or hard-packed snow, this computerized gadget senses your problem (by "reading" tire slippage) and begins braking, decelerating and accelerating many times a minute in a complex straight-driving pattern, until you have control of the car again. This system is now an option on some high-priced cars. Cost: about \$350.

At some distant date, both the government and the auto makers envision an "automated highway" to eliminate all possibility of collision. The road would control car speeds, and distances between cars. Drivers could select exit points and be automatically routed off the highway. There's been a lot of talk about automated highways, reaching back at least 20 years. Most of it has been just talk. With the new pressure for auto safety, however, we may see experimental automated highways by 1980.

NHTSA is paying special attention to drunk drivers and pedestrians.

(Continued on page 51)



Opposing Views by Congressmen on The Question . . .

SHOULD THE PRESIDENT'S

ENACTMENT of the War Powers Bill, S.731, will be an important step in restoring the delicate balance between the Congress and the Presidency in responsibility for questions of war and peace. It will be judged by history as a decisive milestone along the road back to the Constitution.

The office of the President accumulated exceptional war powers over the past two decades, gained partly by Presidential assumption, partly by Congressional inadvertence and partly by direct and positive delegation. Indeed, Congress contributed significantly to this process, conferring on the President special authority to meet crisis situations, but failing to rescind these powers once the crisis had passed. One need only name the Formosa Resolution of 1955, the Middle East Resolution of 1957, the Cuba Resolution of 1962 and the Gulf of Tonkin Resolution of 1964 to illustrate how readily Congress delivered up to the President large elements of its Constitutional jurisdiction.

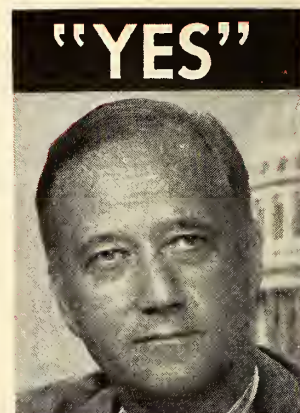
It was not until last year, in the upheaval over Cambodia, that the first reverse step was taken and the Gulf of Tonkin Resolution revoked. But rescinding these Resolutions serves only to eliminate specific *ad hoc* measures.

The virtue of S. 731 is that it creates an abiding statutory framework under which all such emergency situations could henceforth be handled, clearly and uniformly. It provides for the unexpected and spells out the balanced allocation of powers between the Congress and the President in the awesome responsibility of committing American forces to battle.

There are those who argue that this bill would tie a President's hands and sorely limit his ability to react to crisis situations. This argument is unfounded, for

this bill guarantees the President full authority to react instantly to every conceivable emergency situation, providing only that he report promptly to Congress and seek its authorization for the military action he has undertaken.

I believe that the requirement for Congressional authorization for military actions would guarantee a policy far more broadly based than now is the case. The divisiveness and rancor which now wrack this nation are the product of an Indochina policy which has lost the support of much of the people and the authorization of Congress. And it would be very hard to deny the serious damage our image and effectiveness have suffered as a result. Only by restoring our unity at home can we assume a role of practical and moral leadership in the world community. The enactment of S. 731 will represent a significant step in this direction.

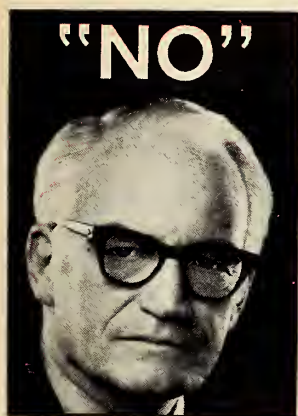


Sen. Charles McC. Mathias
(R-Md.)

Charles McC. Mathias, Jr.

If you wish to let your Congressman or one of your Senators know how you feel on this

WAR-MAKING POWERS BE DEFINED?



Sen. Barry Goldwater
(R-Ariz.)

IN MY OPINION, the so-called War Powers Bill, which would take the day-to-day calculations of strategic military policy and foreign policy decisions from the President and turn them over to the Congress, is improper, unwise and perhaps illegal.

Such action would leave the United States helpless to prevent the annihilation of Israel. It would emasculate NATO. It would unwittingly allow a militant Congress to initiate a nuclear holocaust. And it may incite one of the gravest constitutional crises in American history.

The War Powers Bill could mean, for example, that the United States would have to stand helplessly by while Congress debates what to do, while Arab fanatics, with the help of 20,000 Soviet troops now in Egypt, make good on their aim of shoving Israelis into the sea, in view of the fact that our country has no legislative commitment to defend the security of Israel.

Of course, by the time Congress assembles and gathers a quorum for acting on the crisis, it may be too late for anything but resolutions of condolences.

The War Powers Bill will undermine the credibility of most basic defense agreements such as NATO. With one swipe, our 42 defense pacts will be chopped into 30-day wonders, if such. This is because under the bill, U.S. forces shall not be used to comply with our treaty commitments beyond 30 days, unless Congress subsequently enacts legislation extending our military participation. What is more, Congress can curtail our

assistance short of 30 days if it passes a joint resolution to this end.

Imagine the shock which this policy will have upon the minds of foreign leaders who are told the United States can no longer make long-range promises of American support, even after those commitments have been nailed down in written treaties duly ratified under the American Constitution.

Equally bad—if it is true Congress has the right to legislate concerning the conduct of war and the President has no right to contravene such legislation—then Congress must also possess the power to order the President into broader hostilities. At one moment, the bill may pulverize our national treaty commitments; at the next, it might lead the nation up to the brink of nuclear destruction.

It is my opinion it would be improper for Congress, by legislation, to change the long established practice of government through which the President has protected the freedoms of the country.

I believe that the War Powers Bill is of such serious consequence to the future of our Republic that it would be far wiser of the Congress, believing our current practice must change, to prepare a Constitutional amendment so the people could vote on it through their State legislatures.

Barry Goldwater

I have read in The American Legion Magazine for September the arguments in PRO & CON: Should The President's War-Making Powers Be Defined?

IN MY OPINION THE PRESIDENT'S WAR-MAKING POWERS SHOULD BE ☐ SHOULD NOT BE ☐ DEFINED.

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

issue, fill out the "ballot" and mail it to him. ➡

SEPTEMBER 1971

BIG WORK BACKLOG IN VA OFFICES DUE TO LACK OF FUNDS AND HANDS:

A recent survey by the House Committee on Veterans Affairs reports a 25% increase in the average workload of VA Regional Offices since 1969 while average employment has increased by only 3.5% . . . In addition to large backlogs in adjudication of veterans claims, requests for G.I. home loan appraisals and applications for education and training under the G.I. Bill have risen sharply for that period.

It won't get much better in Fiscal 1972 . . . Only 257 additional persons have been authorized for the VA's Department of Veterans Benefits and the VA's total budget estimate was chopped \$205.2 million across the board by the Office of Management and Budget—\$15 million in the above-mentioned DVB alone . . . These funds were sliced despite the presence of an increasing veterans population—currently 28-plus million and their dependents . . . As we went to press, the House had agreed to put back \$7 million for operating expenses of the \$15 million lopped by the Office of Management and Budget and sent the amended bill to the Senate where it rests as of this writing, the highest VA budget in history (nearly \$11 billion) but probably still not enough to do the job properly, chiefly due to inflation.

DEP'T OF DEFENSE AND VA GEAR UP TO FIGHT DRUG ABUSE PROBLEM:

As it plagues the whole nation, the problem of drug abuse and addiction plagues the Department of Defense and the Veterans Administration . . . The difficulty of determining how many G. I.'s are affected by drug addiction is compounded by the fact that servicemen will not come forward because they fear the life-long stigma attached to a less than honorable discharge . . . However, some of this fear may have been alleviated by the softer stance recently adopted by military authorities toward servicemen addicts and promises of amnesty for users who take treatment at military facilities before discharge.

For its part, the VA is gearing up as rapidly as possible to assist exservicemen with drug-related problems . . . There are now five VA Drug Treatment and Rehabilitation Centers in operation in Wash., D.C., Battle Creek, Mich., Houston, Tex., New York, N.Y., and Sepulveda, Cal., and 27 more planned to open by Oct.

NAT'L URBAN COALITION PROPOSES MERGE OF VETS BENEFITS INTO GENERAL WELFARE:

A new proposal to scrap the VA medical system and veterans pensions, throwing them into general public assistance programs, is going the rounds.

An organization known as the National Urban Coalition has prepared what it calls COUNTERBUDGET: A BLUE-PRINT FOR CHANGING NATIONAL PRIORITIES 1971-76, and in May, 25 members of the House of Representatives (15 Democrats and 10 Republicans) each inserted a chapter of this sweeping report into the Congressional Record . . . Though some of the lawmakers may not be totally in accord with the proposals, they nevertheless inserted them if only "to stimulate a vastly more informed public debate on what national priorities ought to be."

It would be impossible to digest the 62 pages of this report, but the two proposals which should stimulate debate among Legionnaires and veterans call for (1) the swallowing of the VA's health care network into a general public hospital and medical system (with the exception of special care for war-injured veterans) and (2) the reduction and eventual elimination of the veterans pension program.

Such recommendations have been made often in the past, usually with the aim of capturing the excellent VA programs for other purposes . . . The suggestions flow against what the Legion learned in 1919 and what various welfare programs are now realizing—that to bury a program in a larger bureaucratic whole bogs it down . . . Legion Veterans Affairs Director Edward Golembieski terms the Coalition proposal as a "formidable" one for "untried programs."

SEPTEMBER, 1971

Missouri Boy Wins Presidency of 1971 Legion Boys Nation

John C. Glunt, 17, Kirkwood, Mo., wins top honor in Legion government symposium program in nation's capital during week of July 23-30; George C. Freeman, 17, of Baton Rouge, La., elected vice president.

John C. Glunt, 17, of Kirkwood, Mo., was elected President of the 1971 American Legion Boys Nation on July 27 at its 26th annual session held at American University in Washington, D.C. The week-long exercise in government operations which brought 100 high school youths together from around the nation was held July 23-30 and followed a week each had earlier spent at Boys State sessions in his home state.

Running as a Federalist Party candidate, young John won election over his 17-year-old Nationalist opponent, Curt V. Martin of Portland, Ore., by a vote of 58-42.

The son of Mr. and Mrs. P. Gordon Giunt of Kirkwood, John is a senior at Kirkwood H. S., and was a Senator, President Pro-Tem of the Senate and Attorney at Missouri Boys State.

In the race for the vice presidency, George C. Freeman, 17, of Baton Rouge, La., running on a Nationalist ticket, won over Federalist Douglas S. Oles, 16, of Seattle, Wash., by a vote of 62-38.

Both elections were later made unanimous by acclamation.

George is the son of Mr. and Mrs. G. Chester Freeman of Baton Rouge and was just graduated from high school. He was sponsored by Nicholson Post 38 and was named Outstanding Citizen of Louisiana Boys State where he was also elected Secretary of State.

Both youths are active in extra-curricular affairs and both are pointing toward law studies with Glunt hoping for entrance to Purdue University and Freeman set for Emory University.

On the morning following the election, the youthful executives led their colleagues in a visit to the White House where President Nixon met with them in the State Dining Room and discussed his upcoming trip to China and his hopes for world peace.

During their action-packed week the youths toured government buildings and monuments, visited with Senators and Representatives and met high govern-

ment and military personages. The young delegates also formed their own Senate and debated two bills.

Prior to the presidential election the youths were arbitrarily formed into two political parties—the Federalists and the Nationalists. From there on they nominated their own candidates, wrote their own party platforms with very little guidance from their volunteer Legionnaire counselors, planned their own campaigns and ran their own elections.

Among other personages the youths were scheduled to meet were: Secretary of State William Rogers, Secretary of Defense Melvin Laird, Deputy Attorney General Richard G. Kleindienst and Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr.

Boys Nation, which is the natural culmination of Boys State programs held

PHOTO: JOHN ANDREOLA



Boys Nation President John Glunt (left) and Vice President George Freeman pose with gavels of their office shortly after election at the 26th annual Boys Nation session.

National Membership Bulletin

As of July 15, national American Legion membership for 1971 had reached 2,684,238, a gain of 18,745 over the same date of a year ago. The figure was only 7,889 under the final tally for all of 1970—2,692,127.

Four departments, Fla., Md., Minn., and N. D., have already reached all-time highs; 41 departments went over quota and 27 exceeded 1970 enrollments.

around the country, is a function of the National Americanism Commission under Chmn Daniel J. O'Connor (N.Y.). The national organization spends close to \$25,000 annually on the one-week 100-youth symposium and the various states aggregate over \$1 million in their programs for about 28,000 boys each year.

Jobs For Veterans

Open your Legion cap and stand it on a table much as you would place it on your head. Note how tall it stands from piping to bottom. That's how thick a scrapbook the Oklahoma Legion has



Some of the 6,300 veterans who thronged Oklahoma Legion Job Fair at Oklahoma City's Shepherd Mall shopping center in June.

which relates the deeds of its Jobs For Veterans Program begun over a year ago when the National Organization issued a call for action.

And the thickest section of all is the one which tells of the recent Job Fair held at Oklahoma City's Shepherd Mall Shopping Center on June 23.

Because of publishing deadlines, News of the Legion was only able to present sketchy details about this event in last month's issue. The photo at the top of this page shows some of the scope of the program.

In one day's time over 6,300 veterans poured into the huge shopping mall where booths, desks and other facilities were set up by the Legion of Oklahoma, Oklahoma City Post 35, Bethany-Warr Acres Post 12, Midwest City Post 170 and cooperating federal, state and city agencies.

Governor David Hall was a co-sponsor of the event and he and Past National Commander J. Milton Patrick, Chairman of the Event, and Department Commander Tom Smith were on hand to watch some of the 98 employers hire 1,000 of the 6,300 attending veterans who came in from all over the state.

Fifteen of Oklahoma's Legion posts hired busses like the one shown in the photo above to bring veterans in from the far corners of the state. Members of other posts drove their own cars full of job-seekers.

Some 1,500 veterans received other types of assistance and advice from agen-



Legion posts brought busloads of veterans.

cies such as the Veterans Administration, the Civil Service, etc., and a presently unknown number of veterans were placed in on-the-job training.

Phone calls to Legion Dep't Hq in the days following the Job Fair brought in over 100 additional job offers.

The Oklahoma Legion is analyzing the results of this Job Fair with the possibility another may be presented in Tulsa in the fall.

- In Delaware, Ed Campbell, Veterans Employment Representative for Delaware in the U. S. Dep't of Labor, reported a Veterans Job Mart and Information Center held at Dover Air Force Base on June 16.

About 500 veterans attended and were greeted by 40 employers and government agencies. Over 200 got jobs; 70 from General Motors, 30 from Chrysler Motors and over 100 more from other industry representatives and agencies.

Among Legionnaires on hand with Ed Campbell were: Dep't Adjutant and Service Officer Garland D. Bloodsworth, Past Nat'l Executive Committeeman Jim

Heal and newly elected Dep't Cmdr Donald E. Neil.

Says VER Campbell: "Industry co-operation with us has been beautiful. They're doing everything possible to give vets a break."

Off the success of this effort Delaware is considering the possibility of two more job marts in the fall; one in Wilmington, and a repeat effort at Dover A. F. Base.

One enthusiastic and interested observer: Delaware Governor Russell W. Peterson.

- In the State of Washington, Seattle Post 1 has a telephone recorder which operates 24 hours a day. Advertisements have been placed in newspapers and on television and radio telling how veterans wishing jobs may telephone the post and leave name, address, telephone number and other information on the recorder. A volunteer of the post then contacts the veterans seeking employment. As of May 1, 716 calls had been received and 447 veterans hired.

Also in Washington, Legion national and state representatives met with a representative of Gov. Daniel J. Evans, and state and federal employment agencies, and the mayors or their representatives of the cities of Tacoma, Olympia, Everett, Seattle, Yakima, Spokane and Tri-Cities (Richland, Pasco and Kennewick) with a view toward setting up Job Fairs in those cities in the fall.

- In Michigan, U. S. Senators Philip A. Hart and Robert P. Griffin announced the beginning of a year-long

campaign to help get jobs for unemployed Viet vets in the Detroit metropolitan area where there are nearly 40,000 seeking employment. The kick-off was set to take place at a luncheon in the Veterans Memorial Building in Detroit on July 19 where a 40-member task force representing business, labor, and civic groups would be named. The Legion is participating.

In Grand Rapids, a blue ribbon Jobs For Veterans task force was named after meetings with representatives of the Legion and other veterans organizations, city officials and representatives of local and state employment agencies.

- At the Summer White House in San Clemente on July 12, President Nixon signed into law the Emergency Employment Act of 1971 which would authorize the spending of \$2.25 billion over the next two years to create public service employment for 150,000 persons. Veterans of the Vietnam War and the Korean War must be given first priority in hiring under the new law. The new legislation was aimed at providing permanent job opportunities.

The American Legion's Jobs For Veterans Program was begun as a pilot operation in June of 1970 and has now blossomed into a full-blown program in 44 Legion Departments with 26 of them having held one or more successful job clinic type of operations.

Reaching the Black Veteran—II

In July, News of the Legion reported on a Legion pilot program set up at George L. Giles Post 87 on the South Side of Chicago in an effort to reach and help the black veteran.

Here's what's happened since that report:

- A regular time schedule has been set up which provides staff from the Legion's national and state organizations, the Veterans Employment Service and the Illinois Employment Security Division to explain benefits, rights and training possibilities to black veterans and their dependents on the spot at Giles Post.

- A continuing publicity program has been set up to call attention to the Veterans Information Center. One of the Legion's National Rehabilitation Spe-

cialists, Rick Barnes, of the Washington office has already appeared on the Daddy O'Daylie radio program with a local Veterans Employment Representative and Giles Post Commander Robert Williams to explain the purposes of the Center and urge veterans to come for help. Regular radio commercials are bringing in about 25-30 per week from that source alone.

- A working relationship was established with two of Chicago's city colleges, wherein veterans at the schools could use the Giles Center for information and assistance.

- Contact was established with Crispus Attucks Post 1268, on the West Side, with a view to establishing a similar service at that post in the future.

Do You Know Your Legion?

In every Legion post there are always one or two Legionnaires who seem to know more about the organization than other members.

This isn't just an accident. Either they're old-timers who've picked up Legion lore just as a matter of being ex-

New York County Legion Sponsors Tribute to P.O.W. Families at Yankee Stadium

PHOTOS BY JOHN ANDREOLA

The New York County Legion, the N.Y. Yankee Baseball Club and the F. & M. Schaeffer Brewing Co., teamed up to sponsor a Tribute to U.S. P.O.W.'s at Yankee Stadium on July 18. Assisting in the event was the U.S. Air Force Strategic Air Command Band from Omaha, Neb., and a flight of jet fighters which flew over the stadium in the "missing member" formation to symbolize the plight of U.S. P.O.W.'s in Southeast Asia. More than 150 members of families of P.O.W.'s were honored guests at the event. A crowd of 35,000 baseball fans applauded loudest when the families were presented on the field. At Clubhouse luncheon ceremonies Yankee chief Mike Burke was given a telephone-in-a-box so he could "always reach the Legion for assistance." New York's five County Commanders were also presented plaques for their year's achievements. Fans had a good day as Yankees won two games from the Chicago White Sox.



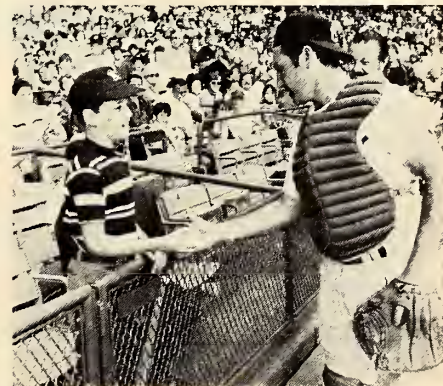
P.O.W. families on field received ovation as stadium announcer introduced them.



N.Y. Legion Fire Dept's Color Guard.



Yankee V.P. Mike Burke gets gift phone from N.Y. Legion via Fire Capt. Frank D'Amico as P.O.W. Tribute Program Chmn John Morahan (at mike) sets up next event.



Young Jim Mehl, Jr., gets back ball from Yankee catcher Jake Gibbs which he threw out to start second game of doubleheader. Jim's dad, a Navy Commander, is a P.O.W.

NEWS

posed to it or they went to a Legion Department College.

One other way, which is a lot easier and can be done in the privacy of one's home, is to take the Legion's Extension Institute Course, just starting its 26th term.

It's a mail order, 500-page, home-study course broken down into six logical and easy-to-take units prepared by the Membership & Post Activities Division at Nat'l Hq., which is available to

Legionnaires, Auxiliaries, and Sons of the Legion members 17 years or older. Posts, units and squadrons may enroll several members and form study groups. Upon successful completion of the course, graduates receive a Certificate of Graduation and a patch to affix to Legion caps. Auxiliaries receive an attractive mortarboard pin and chain.

Here are 10 true and false questions to see how much you know about the Legion.

1. A veteran with just one day of active, honorable military service during one of the defined periods of hostility may be eligible to join The American Legion. (True or false.)

2. The Legion has promised that the Vietnam Era veteran will be welcomed home and offered whatever help is necessary to help him become re-established in civilian life. Service comes first. Membership second. (True or false.)

3. The Legion's Children and Youth

Elks Lodge And Its Legion Post Present Boxing Shows For Bronx VA Hospital Patients

PHOTOS: JOHN ANDREOLA



Patients at Bronx VA Hospital watch youthful pugilists trade punches during boxing programs sponsored by Elks Lodge 871.



Post Cmdr John McLeod awards door prize.

SOME MAY say the boxing game is dead but you wouldn't believe it if you could see the monthly boxing shows put on by Elks Lodge 871 of The Bronx, N.Y., and its Legion affiliate, Harold G. Dagnar Post 871 for the patients at the Bronx VA Hospital.

The Elks Lodge has been sponsoring the shows for years and the all-Elk Legion post has been donating transistor radios as door prizes to the patients between bouts on the boxing card.

Bouts are held in the hospital recrea-



Bob Bindrin, Post 871 Adj, counts the house as timekeeper and judges watch boxers.

tion building under AAU regulations and the boxers come up through the N.Y. City Police Athletic League program. Some of the bouts are also part of the Golden Gloves program.

It's a happy and unique operation

which each month provides enjoyment for 200-250 patients at the hospital and also gives experience and exposure to young pugilists in a regulation-size ring complete with referee, timekeepers, judges, and handlers.

program is only concerned with the children of veterans. (True or false.)

4. All Boys States programs are fairly uniform and are conducted by the National Organization of the Legion. (True or false.)

5. There are three types of Legion membership—active, honorary and at-large. (True or false.)

6. It was at the St. Louis Caucus in May 1919 that the Legion received its name. (True or false.)

7. There are 51 departments in the Legion. (True or false.)

8. The ranks of The American Legion were opened to veterans of the Vietnam Era with service after Aug. 5, 1964. (True or false.)

9. Membership in the Sons of The American Legion is limited to under 21-year-old sons of Legionnaires. (True or false.)

10. As a general rule, a Legion post is unable to remain solvent if its principal source of income is derived from membership dues. (True or false.)

If you got less than five correct, sign up quick, you need the course. Five correct, run for post commander; six correct, run for post adjutant; seven correct, run for post finance officer; eight correct, run for district commander; nine correct, run for department commander and ten correct, well, there's just no stopping you now, is there?

Answers will be found in a footnote* at the end of this story. A coupon also appears below for your use which contains the cost of the course and other details.

*1—True. 2—True. 3—False. As officially stated many years ago, the goal of the Children and Youth program is, "A square deal for every child." 4—False. Each Legion department conducts its own individual Boys State. 5—False. 6—False. Correct answer is Paris, France in March 1919. 7—False. The Legion has 58 departments. 8—True. 9—False. 10—True.

Flags and the Legion



Post 150, Iowa: flag within U.S. outline

The 20' x 30' flag in the photo, owned by the Band Dep't, Harlan H.S., is displayed by members of **Post 150, Harlan, Iowa**. Patriotic activities are always part of the pre-game program. While the band forms the outline of the United States, the Legionnaires unroll the flag. Other Legionnaires raise the colors at one end of the field.

The flag and stand of the Preston Elementary School, **Detroit, Mich.**, was stolen. It had replaced another combina-



Post 505, Mich., replaces a stolen flag.

tion which had previously been stolen. At a time when some youngsters are busy burning American flags, the young students at Preston (kindergarten to 6th Grade) were concerned as to how they were going to acquire a new one. The Fourth Grade teacher, Orimar Guerra, approached members of **Mexican-American Post 505** for their help. Past Cmdr

Alberto Pulido got in touch with U.S. Senator Philip A. Hart and requested a flag from him. He got the flag, one which had flown over the nation's Capitol. In the photo, l. to rt., are VC Ray Rodriguez, Jr.; Mrs. Louis Vaughan, school principal; and Pulido, VC, Detroit Districts Assoc.



Post 182, Iowa, gives 30-foot flag pole.

Post 182, Eldora, Iowa, gave a new \$340, 30-foot tapered aluminum flag pole which was installed in the Hardin County Pioneer Plaza. The 250-pound pole is machine-polished of fine satin finish and is maintenance free. The retail price is \$496. Ed Orgell provided funds for a six-inch gold-finished ball for the top of the pole. In the photo are, l. to rt., Gene Foster, SO; Glenn Hinders, Cmdr; Keith Van Patter, Adjutant; Dick Rubow, PC; and Martin Kasischke, 2nd VC.



Post 397, Calif.: flag and pole gift.

Monterey Park, Calif., Post 397 gave a flag and pole to the John Milton Manor, a home for the blind. In the photo, Post Cmdr Jack Knotts presents the flag to Phil Ceravolo, president of the Manor, as Clare Smith, member of the Monterey Park Lions and White Cane board member, and Mrs. Ruth McLain, Manor board member, look on.

Post 968, Bronx, N.Y., presented a flag, pole, and Eagle to the Cadets of the Civil Air Patrol, Civilian Auxiliary of the U.S. Air Force. Post Cmdr George Dannenberg and Past Cmdr Fred Pervin made the presentation. VCcmdr Carl Fumia, also a Cadet, accepted for the cadets.

Post 5, Seward, Alaska, gave a flag and an Alaska flag to Sacred Heart Catholic Church.

ENROLLMENT FORM AMERICAN LEGION EXTENSION INSTITUTE

(Use this coupon and add extra names and addresses, if any, on another sheet. Make all checks payable to: Nat'l Treasurer, The American Legion.)

To The Faculty

American Legion Extension Institute
PO Box 1055, Indianapolis, Ind. 46206

Here's our draft for \$..... Enroll those listed herewith in the 26th American Legion Extension Institute home study course, and send each the first assignment and lesson.

Total students with this order

Name (last first)

Street Address

City, State, ZIP Code

Card # Post or Unit #

(This coupon accommodates an order for one fully. For more, use it and add additional names on a separate sheet, giving the above info for each.)

COST—One to three—\$4 each—Four or more—\$3 each. Price, payable to "The American Legion," based on all sent in one order.

U.S. Flags in Wood Inlay



Wood inlay flags show how nation grew.

An Indiana Legionnaire with a love for flags has become a nationally recognized artist in a rare medium—marquetry, or wood inlay. Wayne S. Roth, Past Cmdr of **Bristol Post 143** and a former District Adjutant, five years ago was hit with the idea of showing the history of the United States flag in wood inlay. One thing that stimulated him was a desire to combat the vogue of anti-U.S.-flag sentiment.

"Roth, a WW2 Pacific Theater vet, believes his Flags (in wood inlays) are as historically accurate as it is possible to be," wrote Jeanne Derbeck in the South Bend Tribune. "Since the first 'Grand Union' banner, the flag has changed 27 times, as new states were added, but until 1912 flag designs were not standardized or officially documented.

"Before 1912, flag makers could sew the stars and stripes together any way they pleased. They could set the stars in constellations or any design and make the stripes long and narrow or short and wide."

"The color in Roth's Flags *must* be in the wood; he never uses paint. 'I could not make the Flags in their proper colors until dyed wood became available,' Roth said."

The Smithsonian Institution in Washington, D.C., featured Roth's display of the 28 Flags, plus the three successive seals of government which he also created in wood inlay, in its July commemorative celebration of the 195th anniversary of the founding of the United States.

In the photo, Roth is pictured with 19 of his Flags with the year of origin shown. He is holding the 1960 Flag. The upper far left is 1775, the next is 1777, the third 1794, lower far right 1896.

These works (28) were created by cutting and fitting together a total of 3,138 pieces of wood veneer so skillfully that a 20-power magnifying lens does not disclose the use of glue in the matching. At least ten different woods were used.

Roth in his regular job is a special assignments man in Propulsion Controls Div., Bendix Corp., South Bend.

Minn. Aids ROTC Program

At least three **Minnesota** posts have undertaken "Operation Sponsor," a pro-

gram to encourage high school seniors to enroll in the Reserve Officers Training Corps while pursuing their college educations. **Post 1, Minneapolis; Post 450, St. Paul; and Post 117, Thief River Falls** have established annual ROTC scholarship awards.

The program has been undertaken in an effort to reverse the trend of decreased ROTC enrollments of recent years. Posts are urged to seek out college-bound high school seniors and encourage them to enroll in ROTC, and to provide inducement through the award of one or more scholarships for the first two years of school. A minimum award of \$200 per year is urged.

It is suggested that the scholarships be for any Minnesota college or university that has an Army, Navy or Air Force Unit, and that it be contingent upon the student enrolling in ROTC as a freshman and continuing to participate for the first two years. For the last two years the ROTC program gives the cadet or midshipman a subsistence pay of \$50 per month.

The Department Executive Committee noted that the project affords an opportunity to make a significant contribution to the national security. Each ROTC unit must commission at least 25 officers per year in order to remain on campus. Present enrollments indicate that this goal will be difficult to meet in a few years, if present trends are not reversed. The Legion position is that the ROTC program must be maintained and strengthened if the United States is to have adequate leadership to meet the present and future needs of its armed services.

BRIEFLY NOTED

An enlistment procedure known as the Keystone Buddy Flight, groups of two or more friends who enlisted together and who will train and be billeted together throughout basic training, took place one day recently when 100 young men from throughout **Central Pennsylv-**

vania joined the Air Force at the Pennsylvania Legion State HQ Building, Harrisburg. Each enlistee was presented with an envelope containing \$5—\$3 from the Legion Auxiliary and \$2 from the Legion. The Legion also provided the new Airmen with refreshments prior to their departure for Olmsted Airport, Middletown, where they embarked via chartered jet for Lackland AFB, Texas, to begin their basic training. Mrs. Donald Baker, of New Bethlehem, then State President of the Auxiliary, was on hand to greet the young men and to help then Legion Dep't Cmdr E. Thomas Cammarota distribute the \$500 in gifts. In the photo below, Cmdr Cammarota (center, in white cap) and Dep't Adj. Edward Hoak (left) welcome those enlistees who arrived from the Wilkes-Barre Reception Station.

The Third Annual Cadet Lawman Program was held at the Kansas Highway Patrol Training Center, co-sponsored by the **Kansas Legion** and the Kansas Highway Patrol. Forty boys attended the week-long program, the purpose of which is to help these young men gain knowledge of the duties and responsibilities of law enforcement officials. All cadets are sponsored by Legion posts and are asked upon their return to speak to civic, school and youth groups, helping these people to respect, appreciate and support law enforcement officials. The three Legionnaires sharing the responsibility of supervision are: Capt. Tim Edwards, Director of Safety & Education Div., Kansas Highway Patrol; Past Dep't Cmdr Pat Finley; and Floyd Rogers, Legion Director of Youth Activities.

The Annual **Kansas State Legion Golf Tournament**, held at the Stag Hill Course near Manhattan, drew 196 Legionnaire entries, the largest number ever. They played in a championship and five other flights for a total of \$1,000 in trophies and merchandise awarded to



One Keystone Buddy Flight contingent of enlistees arrives at Pennsylvania Legion HQ.

81 individuals. The tournament medalist was Jim Stone, of Emporia, with a 71. The championship flight winner was Jim Johnston, of Mission. Other flight winners were: First: Jim Woodward, Columbus; Second: Reed Moore, Augusta; Third: a four-way tie: Don Kirk, Sabetha; Don McRae, Atchison; Jim Westerfield, Overland Park; and Gaylen Wilson, Manhattan; Fourth: Ed Clarkson, El Dorado; Fifth: Bob Miller, Topeka. **Emporia Post 5** contributed the most entries, 17.

POSTS IN ACTION

The first Legion post established in the **Da Nang, Vietnam**, area now has a home. The **First Vietnam Memorial Post**, sub-post #155 of **Wichita, Kans.**, recently moved into a brick building that formerly housed a Marine Air Group Officers' Open Mess. After a thorough clean-up, fix-up and paint-up campaign, the post opened and was dedicated to honor the servicemen who have died in Republic of Vietnam. With more than 100 members, all active-duty servicemen in all branches, the post provides a restful atmosphere for its members and reminds GIs here of the men who have come to Vietnam but haven't returned to the United States—the dead and the prisoners of war.

Post 387, Passaic, N.J., for the second consecutive year sponsored a fencing tournament for boys under 15 (in Sabre) and for girls under 13 (in Foil), with trophies and medals to the first six winners in each event. Fencing chairman is Ernest Geici and the fencing master is Miklos Bartha. Post Cmdr Thomas Tar also lent a hand.



Dedication and service recognized

A busy Legionnaire and some of his awards are shown here. Al Thiel, of **Post 261, East Detroit, Mich.**, has received a citation and award from the

Nat'l Legion and a Dep't citation, both for Child Welfare; a 7th District award for service officers; a bronze plaque for community service from the City of East Detroit; and a post award for crippled children. He also got a silver trophy for being Grand Parade Marshall. Dressed in a 1914 WW1 uniform, he marches in every parade. He is 78.



The 6,525 members of **Post 3, Lincoln, Neb.**, use this canopied Cushman Town & Fairway electric courtesy car to go to and from the Legionnaire Club parking lot, complete with waiting driver service.

Ninety-two junior tennis players (boys and girls age 10 to 18) participated in the annual Legion Youth Tennis Tournament in **Lindsborg, Kansas**. Eighteen towns were represented. Singles and doubles for both sexes in various age groups were contested, and trophies went to three leaders in each event with ribbons to three in consolation events. **Post 140** staged a picnic for all concerned, with a dance following. Competitors were housed in Bethany College dormitories. Helping administratively were Wayne Dickerson, State Tennis chairman Max Fooshee, Vernon England, Melvin Hagstrand, Jack Turner, Leland Olson, Evelyn Johnanson, and Post Cmdr Charles Marston. The Auxiliary helped with transportation and the picnic.

Word from **Post 1219, Tillson, N.Y.**, informs that the post's 30 x 60-foot social hall recently collapsed, with, fortunately, no one in the building at the time. The evening before, the post's Boy Scout Troop 17 held a meeting attended by about 100 people. Because the building was a fairly new addition to the Legion home, the post is investigating the collapse.

The Saturday morning snooze of Francis Brawley, of **Arlington, Mass.**, Senior Vice Cmdr of **Post 39**, was interrupted recently by a newspaper photographer

and a reporter from the Boston Sunday Advertiser who brought the news that Brawley had won \$24,000 in the Irish Sweepstakes.

Post 46, Union City, N.J., has contributed \$10,000 of what will be a \$25,000 Nurses Scholarship Fund at Christ Hospital. Interest on sum will pay for the grants or post will make up the slack.

Legionnaires of **Post 1468, Syracuse, N.Y.**, presented a color reproduction of the last USO HQ building for all of Western Europe, which functioned after the German occupation that followed WW2, to Leslie Parnell, president of the Syracuse USO Club and Executive VP of the Automobile Club of Syracuse. Making the presentation on behalf of the post were Ken Tisdell (2nd from left in photo) and Emmett Sleeth (right), Past Onondaga Co. Cmdr. At left is Earl Demers, of Fayetteville, owner of the original painting. The reproduction will be displayed in the Syracuse USO Club. The original water color was done by a



Post 1468, N.Y.: USO, W. Europe memento

German artist, Horst Fischer, in 1946 in the town of Bad Schwalbach, where the last headquarters was located. An engraved plaque on the frame reads, "From Kenneth E. Tisdell April 1971."

Post 119, Collegeville, Pa., with friends and neighbors helping, built a baseball field for the use of residents of two boroughs—Collegeville and Trappe—and surrounding areas. Taking part were M. A. Hall, 9th District Cmdr, and C. W. Gray, Jr., 9th District Activities Director and leader of the post's baseball program. The Baseball Committee responsible for the planning and building of the field, in two months, was headed by R. Laudato, chmn, and included R. Miller and C. Donahue, Jr. A. Zvarick was also helpful.

Post 312, St. Charles, Mo., sponsors a Legion Junior Table Tennis Club which is affiliated with the U.S. Table Tennis Assoc., and holds practice and coaching sessions once each week except during the summer. The club conducts USTTA sanctioned tournaments for the St. Louis area, including the Great Plains Open Tournament (Two Star), which attracts some of the top players in the country. Team matches and club tournaments are

NEWS

played for juniors, men and women. Richard Feuerstein, the club director, welcomes correspondence from other posts. Write him at A.L. JTTC, 1031 Jackson St., St. Charles, Mo. 63301.

Post 34, Plaistow, N.H., sponsored a drive that produced 21 new mattresses for a new infirmary at the state Soldiers Home in Tilton. Twenty posts responded to the call and one mattress was given by the James W. Daley Pharmaceutical Co. of Lawrence, Mass. On the project committee were Ralph Stone, chmn; Paul Holmes and Ronald Danforth.

In appreciation for his mention on TV of a post drill team fund raising pancake breakfast, **Milwaukee, Wis., Post 1** presented a miniature Legion uniform to WITI (Channel 6) weather announcer Jack Du Blom (left in photo). Gordon Reid (rt.) made the presentation. The



Legion togs for Albert the Alley Cat

American Legion Life Insurance Month Ending June 30, 1971

Benefits paid Jan. 1-June 30, 1971	\$ 1,004,693
Benefits paid since April 1958	10,825,469
Basic Units in force (number)	113,784
New Applications approved since	
Jan. 1, 1971	11,654
New Applications rejected	2,209

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$46,000 (four full units up through age 29) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Quoted benefits include 15% "bonus" in excess of contract amount. For calendar year 1971 the 15% "across the board" increase in benefits will continue to all participants in the group insurance plan. Available up to four full units at a flat rate of \$24 per unit a year on a calendar year basis, pro-rated during the first year at \$2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Life Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Division, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.

uniform was intended for Du Blom's assistant, Albert the Alley Cat (a dummy, center rear of photo).



Post 326, N.J.: the Mayor presents . . .

Post 326 (Prudential Insurance Co.), Newark, N.J., gave its annual School Award to Ruby Burgess of the Education Center for Youth. In the photo, Mayor Kenneth Gibson holds the framed certificate while Joseph Quade, chairman of the Citizenship Committee, congratulates the winner. The award, given twice a year to a graduate of this special work-study school, includes a citizenship medal, certificate and cash.

In the early 1950s, William J. Lasch, Past Cmdr of **Post 1019, Albany, N.Y.**, started a drive for funds for the Albany VA Hospital. The total has topped \$7,500 and will be used to have the Interdenominational Chapel and the Chaplain's office air conditioned. In recognition, the VA Hospital Director, John J. Cox (second from right in photo) presented to George Beyers, Post 1019 Cmdr, a plaque in memory of Past Cmdr Lasch. At left are Roderick J. O'Connor, Director, Voluntary Service, and Past Dep't Cmdr Ed Delehanty. At right is James Lockman, Dep't Rehabilitation Director, just discharged from the VA Hospital after a four-week stay.



Post 1019, N.Y.: a gift acknowledged

PEOPLE IN THE NEWS

Donald E. Johnson, Legion Past Nat'l Cmdr, named a "1971 Captain of Achievement" by the American Academy of Achievement. Johnson, now serving as the Administrator of Veterans Affairs, was one of 50 men and women honored for their accomplishments in medicine, business, art, etc.

Duane Brigstock, of Battle Creek, Mich., Nat'l Executive Committeeman, re-ap-

pointed by Gov. William Milliken to a new three-year term as a member of the Michigan Veterans Trust Fund Board of Trustees.

Clayton D. (Fip) Miller, of Cheyenne, Wyo., retired as Dep't. Adjutant because of ill health.

Henry H. Dudley, Past Nat'l Adjutant (1948-56), convalescing at home (3122 E. Terra Alta, Tucson, Ariz. 85716) following hospital treatment for angina pectoris.

DEATHS

James W. Doon, 76, of Henniker, N.H., a member of the Legion's Nat'l Legislative Commission, Past Nat'l Vice Cmdr (1962-63), Past Dep't Cmdr (1939-40), and Nat'l Executive Committeeman in 1947-55. A WW1 veteran and attorney, he was secretary of the Public Service Commission of the State of New Hampshire and a director of the New England College of Henniker, where a James W. Doon Memorial Fund in the Tucker Free Library has been established.

Eugene P. Armstrong, 90, of Canton, Conn., Past Nat'l Vice Cmdr (1924-25), Past Nat'l Executive Committeeman (1925-27), Past Dep't Cmdr (1923-24), and Dep't Treasurer from 1931 to 1954.

Francis E. Phelan, 74, of Winnetka, Ill., Past Dep't Cmdr (1942-43). In 1947-58 he was a Trustee of the Legion Nat'l Endowment Fund Corp.

Hugh Askew, of Oklahoma City, Okla., Past Dep't Cmdr (1932-33) and Nat'l Executive Committeeman in 1939-41.

(Continued on page 43)

COMRADES IN DISTRESS

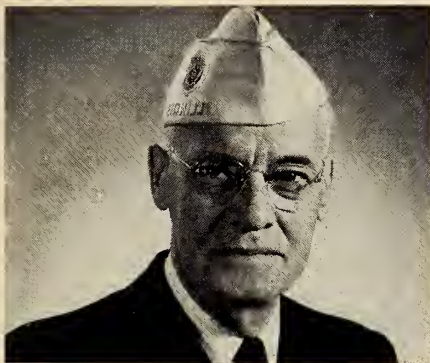
Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

291st Inf, 2nd Bn (Rheims, France 1944)—Need information from Pfc McCue, Alveraze, Gandy, Costa, the doctor in charge and other comrades who recall that **Donald Kinch** suffered from a chronic nervous condition. Write "CD94, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

1007th Seabees, Co B, Espirito Santos (New Hebrides, 29 July 1943)—Need information from Davis, Coffin, Martin, Clark, Stromberg, Stevens, Wilcox, Chief Gaboury, Lt. Burchfield, Chief Felps and other comrades who knew that **William A. Roberts** incurred a troublesome skin condition on his feet and legs. Write "CD95, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019"

11th Bn, Co B (Camp Wheeler, Ga., Jan 1-July 31, 1945)—Need information from Capt Thomas (Arkansas), Sgt Murry (Pennsylvania), Pool (or Poole, Vidalia, Ga.) and other comrades who recall that **Joseph Roberson** suffered from nerves and stomach distress. Write "CD96, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019."



Lester R. Benston

Lester R. Benston, 79, of Chicago, Ill., who served the Dep't of Illinois as its Service Officer and later as Director of Rehabilitation from 1922 to 1958 when he retired. He continued serving voluntarily in Legion activities and as a member of the Advisory Board of the Veterans Craft Exchange for many years. His death was noted in resolutions passed by the Illinois Senate and the House of Representatives and in an acknowledging certificate signed by President Nixon.

Walter A. Rose, 74, of Wisconsin Rapids, Wis., Past Dep't Cmdr (1946-47) and member and immediate past chairman of the Wisconsin Board of Veterans Affairs, prior to which he was for five years on the Veterans Advisory Committee to the Board. He was treasurer of the Nat'l Legion Convention Corp. when the Convention was held in Milwaukee.

David Adler, of Fairbanks, Alaska, Past Dep't Cmdr (1927-28), Nat'l Executive Committeeman in 1930-32, and Alternate Nat'l Executive Committeeman for a brief period in 1958.

Frank J. Coletta, of Columbus, Ohio, Dep't Service Officer since August 1966.

Walter De Weese, Wisconsin Dep't Vice Cmdr, picked last year as one of the top five District Commanders in the country; he had just finished addressing the state SAL Convention at Cross Plains when he suffered a fatal heart attack.

Jim Beers, Convention Bureau Manager, Coca-Cola USA, Atlanta, Ga., a long time friend of The American Legion.

NEW POSTS

The American Legion has recently chartered the following new posts:

Taylor-Pollard Post 10, Ajo, **Ariz.**; Crescent City Post 326, Crescent City, **Fla.**; Robinson and Starks Post 1972, Decatur, **Ill.**; Rose Park Post 8, Salt Lake City, **Utah**; Campbell-Plummer Post 367, Marion, **Va.**; Lynnwood Post 37,

Lynnwood, **Wash.**; and Robert E. Barnes Post 96, Casper, **Wyo.**

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

- 1st Reg't Band, 9th Sqdn, ASAP (WW1)—(Nov.) Howard Rich, 1216 N.E. 79th Ave., Portland, Ore. 97213
- 8th Inf (WW1)—(Nov.) Henry Buckley, 2277 Jerrold Ave., San Francisco, Ca. 94124
- 23rd Sta Hosp (WW2)—(Oct.) Grace Campbell, 608 4th St. Patterson Heights, Beaver Falls, Pa. 15010
- 40th Div.—(Oct.) Ed Lown, 305 Highland Ave., Maybrook, N.Y. 12543
- 45th Div.—(Nov.) William Nichols, 2205 N. Central, Oklahoma City, Okla. 73105
- 80th Chem Smoke Gen Co.—(Oct.) John Kostynick, 431 Green Ave., East Meadow, N.Y.
- 82nd Div (WW1&2)—(Oct.) Ira Greenhut, c/o 82nd Division Assn., 28 E. 39th St., New York, N.Y. 10016
- 96th Coast Art'y, AA, Bat G.—(Oct.) John Donkersloot, 300 Clinton Ave., Clifton, N.J. 07011
- 107th Evac Hosp.—(Oct.) Giles Laughrea, Jr., 169 Church St., Watertown, Mass. 02172
- 108th Field Art'y (WW1)—(Oct.) Henry Martin, 522 Cypress St., Yeading, Pa. 19050
- 109th Eng Reg't (WW1)—(Oct.) H. S. Seymour, 601 Kilpatrick Bldg., Omaha, Nebr. 68102
- 109th Inf.—(Oct.) Jesse McKee, Rt. 2, Baltimore, Ohio 43105
- 111th Field Art'y, Bat E (WW1)—(Nov.) Ivan Sweatt, 601 Melbourne Ct., Charlotte, N.C. 28209
- 138th Inf, Co I—(Nov.) Harry Lockwood, 4637 Delor St., St. Louis, Mo. 63116
- 139th Inf, Co L—(Oct.) Elmer Holt, 415 N. Washington, Wellington, Kans. 67152
- 143rd Inf, Co C (WW1)—(Nov.) M. P. Stewart, 1475 Cartwright, Beaumont, Tex. 77701
- 158th Field Hosp (WW1)—(Nov.) Conrad Baker, 1937 Park Ave., San Jose, Ca. 95126
- 161st Inf, Cos K, L & M (WW1)—(Nov.) Jack Blum, 5631 Buena Vista Ave., Oakland, Calif. 94618
- 174th MP Bn, Kansas Nat'l Guard—(Oct.) Clarence Hart, 3821 Tomahawk, Topeka, Kans. 66619
- 182nd Inf, Anti-Tank Co (WW2)—(Oct.) Greg Karahalis, Soldiers Home, Chelsea, Mass. 02150
- 301st GHQ MP Bn, Co A—(Oct.) James Rourke, 404 Cleveland Ave., Bridgeport, Conn. 06604
- 328th Inf, Co D (YD)—(Oct.) Frank Belock, 102 Grove Park, Ft. Dix, N.J. 08640
- 411th Inf, Co L—(Oct.) Bruno Kubaszewski, 5124 N. Monitor, Chicago, Ill. 60630
- 449th AAA AW Bn, Bat B—(Oct.) Frank Csencsitz, 234 E. 9th St., Northampton, Pa. 18067
- 502nd AAA Bn—(Oct.) James Seibert, 136 S. Park St., Wheeling, W. Va. 26003
- 741st Tank Bn, Co A—(Sept.) Herman Sendelbach, 292 Ella St., Tiffin, Ohio 44883
- Ambulance Service—(Oct.) Thomas Ellis, 209 E. Maple Ave., Merchantville, N.J. 08109
- Washington Coast Art'y—(Nov.) Floyd Oles, 1018 S. 60th St., Tacoma, Wash. 98408

NAVY

- 6th Seabees (WW2)—(Oct.) James Trainer, Box J, Cuba, Mo. 65453
- Armed Guard Gun Crew 135 (on SS Lancaster & others)—(Oct.) Robert Harris, Box 446, Toccoa, Ga. 30577
- Great White Fleet—(Dec.) E. G. Richard, 2761 5th Ave., San Diego, Ca. 92103
- USS Joseph T. Dickman (APA-13)—(Oct.) Joe Swerdlow, 7641 Overbrook Ave., Philadelphia, Pa. 19151
- USS Mount Vernon—(Sept.) W. E. Boyden, Rt. 6-A, Sandwich, Mass. 02563
- USS Stafford (DE411)—(Oct.) Charles Rowe, P.O. Box 617, Fredericksburg, Va. 22401

AIR

- 475th Ftr Gp—(Oct.) Pete Madison, 144 S. Mission Rd., Los Angeles, Ca. 90033
- 496th & 497th Aero Sqdns (WW1)—(Nov.) William Müssig, 474 W. 238th St., New York, N.Y. 10463

MISCELLANEOUS

- Masonic War Veterans of Florida—(Oct.) Peter Frazin, 235 78th St., Miami Beach, Fla. 33141
- Pearl Harbor Survivors—(Dec.) PHSA, P.O. Box 9212, Long Beach, Ca. 90810
- Retreads (WW1&2)—(Oct.) Terence Smith, 4921 33rd Terrace N., St. Petersburg, Fla. 33710

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimony by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Roland H. Stock (1969) and **E. G. Bailey** (1970), Post 1, Anchorage, Alaska.

Gene Caprio and **A. L. Matthews** and **John F. Rader** and **Troy Smith** (all 1971), Post 111, Crossett, Ark.

W. Gatzmer Wagoner (1971), Post 47, Livermore, Calif.

Charles B. Jennings (1970) and **Paul J. De Marco** (1971), Post 1, Washington, D.C.

Clarence L. Booth and **E. S. Cook** and **Walter Durland** and **W. E. Gragg** and **M. F. Harland** (all 1971), Post 13, Lewiston, Idaho.

Claybourne Blue (1970) and **Eugene S. Tsareff** (1971), Post 500, Speedway, Ind.

L. M. Moon and **Guy Robinson** and **L. O. Rose** and **Ross Spelling** (all 1971), Post 141, Vivian, La.

Gilbert A. Nordman (1971), Post 41, North Brookfield, Mass.

John P. Ross (1971), Post 110, Medfield, Mass.

Bernard E. Laprade and **Thomas E. Sullivan** (both 1970) and **Andrew B. Modena** and **Joseph H. Wallace** (both 1971), Post 224, Easthampton, Mass.

Floyd Tripp and **Homer Ward** and **Edward Wojtus** (all 1971), Post 68, Paw Paw, Mich.

Joseph P. Ferguson (1970), Post 206, Westwood, N.J.

Harry T. Hanson and **Donald Lane** (both 1968) and **Joseph Roy** and **James Wedick** (both 1969) and **Edward P. Costello** (1971), Post 269, Patchogue, N.Y.

John M. McMinn and **Jens C. Olsen** and **Al F. Ostrowski** and **George E. Sargent** (all 1971), Post 355, Penn Yan, N.Y.

Frank W. Becker and **Arthur J. Bracken** and **Sherman W. Burns** and **Dominic D'Emidio** and **Dr. Isadore Finklestein** (all 1971), Post 506, Ossining, N.Y.

Frank B. Cummins and **Frank J. Heinz** and **John G. Heinz** and **Santo Riini** (all 1971), Post 630, Forest Hills, N.Y.

Joseph Post (1970), Post 727, Woodside, N.Y.

G. Thomas Leonard (1968) and **Charles J. Conklin** and **Francis B. Looney** (both 1969) and **Louis J. Frank** (1970) and **Vincent J. Redican** (1971), Post 1050, Mineola, N.Y.

Leslie J. Crotty and **Ignatius A. Filippone** (both 1971), Post 1066, Massapequa, N.Y.

George N. Gray and **Joseph E. Green** and **Edward Haley** and **Lester G. Hannett** and **Herman G. Harrington** (all 1970), Post 1231, Clinton Heights, N.Y.

John Rizzo (1970), Post 1359, Brooklyn, N.Y.

Joseph Benton and **William Cross** (both 1971), Post 1392, Indian Lake, N.Y.

Odie Mull (1953) and **Sen. Sam J. Ervin, Jr.** and **Lola Keller** and **W. E. Walters** and **Horace Williams** (all 1970), Post 21, Morganton, N.C.

H. H. Foster and **Dr. Glenn R. Frye** and **V. B. Gallamore, Sr.** and **C. C. Gamble** and **C. B. Goodman** (all 1970), Post 48, Hickory, N.C.

Delbert M. Fair and **Phil A. Floyd** and **Merritt H. Fricker** and **Elmer Friesner** and **Fred H. GerHard** (all 1970), Post 11, Lancaster, Ohio.

William Foster and **Charles Gee** and **Charles Johnson** and **John Lanning** (all 1970), Post 420, Murray City, Ohio.

Charles S. Moyer and **W. Joseph Nagle** and **Daniel W. Otto** and **Charles L. Roeder** and **Kenneth S. Schappell** (all 1970), Post 286, Cressona, Pa.

Nero Croci and **Bardius Elias** and **Michael Hrezo** and **Leo T. Shimshock** and **George Zemo** (all 1971), Post 753, New Salem, Pa.

William Goff and **Joseph W. Lauziere** and **Dr. Frank Lawliss** and **Hormidas Morel** (all 1969), Post 12, Richford, Vt.

George Bishop and **Percy Bonner** and **James Campbell** and **Tom Canning** and **Ernest Castonguay** (all 1971), Post 80, Island Pond, Vt.

Waldo Evans (1970) and **Vance Holland** and **John E. Jensen** (both 1971), Post 76, Arlington, Wash.

C. E. Hadley and **H. M. Korman** and **A. E. McKee** and **A. Floyd Scott** and **Einar Toppila** (all 1969), Post 155, Longview, Wash.

Arthur Funk and **Ben Grummons** and **Albin Moe** and **Martin Peterson** (all 1971), Post 396, Indian Creek, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to:

"L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y." 10019.

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.

THE DILEMMAS OF A SEA-LEVEL PANAMA CANAL

(Continued from page 12)

they are today. It stipulated that its \$2.88 billion cost estimate was in 1970 dollars.

For various technical reasons, the Commission suggested that digging not start until the latest possible date. That's sound advice as far as it goes. The latest possible start could take advantage of things that become known which are now unknown. However, if present cost trends continue, the later the start the more expensive the work.

Thus the \$2.88 billion construction cost estimate could be any figure higher, with almost no ceiling that could be stated with assurance today—\$5 billion, \$8 billion or \$10 billion are possible, depending on when we start, what Panama wants, and how much more difficult the job turns out to be than is now envisioned. It isn't that I pretend to know, it's that nobody knows.

Strong sentiment in both houses of Congress, and especially in the House, favors modification of the present canal.

A large bloc in the House doesn't like the cost of a sea-level canal. It doesn't like the conjectural nature of sea-level engineering proposals. It doesn't like the idea of giving up the treaty rights that we would most certainly have to fore-swear in order to sink our billions into a sea-level canal, nor does it like the future political complications once we sign away fundamental guarantees we now have.

The House has nothing to say about treaties, but in 1967, when the content of the proposed treaties to make a sea-level canal possible became known, 150 members of the House said they'd go to the Senate and testify against ratification. The real meaning of this offer was to warn President and Senate that once the treaties were ratified they'd have a job getting the House to appropriate the money to live up to them. President Johnson was never deaf to such hints. He didn't offer the treaties to the Senate for ratification, and Mr. Nixon inherited the whole package, including the Anderson Commission report.

Identical bills have been introduced by Congressman Daniel Flood (Pa.) and Senator Strom Thurmond (S.C.) to increase the capacity and improve the operations of the existing canal. Even if their costs estimates are off, too, they start at \$85 million, not \$2.88 billion. This includes widening the usable lock dimensions to 145 feet, with lock length and depth of 1,200 feet and 45 feet, respectively, as minimum values.

One set of locks would be eliminated, all the Pacific locks would be consolidated, the summit water level of Gatun Lake would be raised, etc.

The stated objective of this far cheaper plan, which could be carried

out under our existing treaty, is to follow official recommendations made back in 1939 and authorized then under the name Third Locks Project, with modifications based on wartime experience. We spent \$75 million on this project, starting in 1939, then stopped work on it.

Ex-Navy Capt. Miles P. DuVal, claiming to speak for navigators, has advocated eliminating three sharp channel bends near the Pacific end. He has won legislative backing for a plan to eliminate the bottleneck created there by faulty layout in the original canal con-



"Finished?"

THE AMERICAN LEGION MAGAZINE

struction. The Terminal Lake-Third Locks plan—as it is now known—is under active consideration at this time. Although the plan is not without its detractors, Congressional sentiment seems presently to favor this solution to our Panama Canal problems more than any other presently in sight.

Modernization of the present Panama Canal is not the only alternative to a sea-level canal that deserves serious attention, either. There are numerous alternatives. One charmingly appealing idea is to build a mini-canal in Nicaragua. It would be a high-level lock canal for use by smaller ships, with locks the same size as in the St. Lawrence Seaway. Most of the engineering studies are already made, and recent experience in the St. Lawrence assures reasonably reliable cost estimates for a Nicaraguan canal that would, to a large extent, simply duplicate the equipment and construction in the Canadian waters.

The reasoning is that, although increased canal capacity is certainly

needed and many ships will require wider locks, it is still true that the majority of transiting ships are of the smaller sizes. Small ships do not need a big canal. Among the biggest users of the canal are U.S. and Canadian coastal shipping and Latin American shipping to or from Ecuador, Peru, Guatemala, Costa Rica, El Salvador, Chile, Cuba, Colombia, Venezuela, Panama, the West Indies, etc. The amount of local traffic is enormous. Three of these countries each have much more tonnage passing through the canal than Britain, though Britain leads all European and Asian nations except Japan. By diverting the smaller ships in U.S. coastal trade to Nicaragua, such runs as New Orleans-San Francisco would be cut by 360 miles.

The entire Nicaraguan mini-canal cost is put at about a half-billion dollars, small enough to be self-liquidating, according to claims.

Its proponent is consulting engineer Richard H. Whitehead, of Laconia, N.H., whose canal savvy bridges the generations. He worked as a testing engineer and lock superintendent in Panama as early as 1914, and in 1965 received an award honoring his contribution to the present Panama Canal. Now an octogenarian, Whitehead was brilliant as a young engineer and went on to great distinction as financier and serious scholar of canal design and use. He was an engineer for the Goethals firm and has served as a technical advisor on military and international commissions down to recent years.

ANOTHER DILEMMA facing any such enormous investment as a sea-level canal is that it could be obsolete before it is completed. Its need is all based on estimates of how canal traffic, and the demand for it, will increase. In the past the traffic through the present canal has risen on a steady curve whose only irregularities showed up in wartime. If the curve continues upward as smoothly as it has in the past, then the present estimates are correct. But there are already changes in shipping that may affect the future of all canals, and more may be in the offing.

Current trends in the design of supertankers suggest that the expected volume of canal traffic will not materialize as predicted by the year 2000. Enormous operational economies are achieved by the jumbo tankers which are too big to pass through any canal now envisaged—and it does not make sense to enlarge the canals to accommodate them. Even if this were done, it is questionable whether the operators would be willing to pay the tolls these monsters would be charged.

Oil tankers are of course not the only
(Continued on page 46)

UNDER 45? Read about the LOW-COST, HIGH-CASH security you can give your family!

We all know how important it is for a man to make sure his family will be financially secure if anything happens to him. But the way living costs keep soaring, the regular insurance a man bought in the past may no longer do the job. And we'd all be "insurance poor" if we kept raising the regular coverage (and premiums) to meet the need.

Luckily, Legionnaires have a way out of the problem! This is particularly important to men with growing families and other financial responsibilities. That solution is ADD-ON American Legion Life Insurance. At incredibly low cost, it lets you give your family thousands of dollars in extra security!

Now, if you're a Legionnaire between 35-44 and in good health, you can apply for insurance that provides your family with up to \$20,700 cash. If you're under age 30, you can apply for up to \$46,000! Where else can you get a family protection "deal" like that!

And just think what a great money-saving way this is to have Mortgage Insurance. You can choose benefits that can pay off most, if not all, of your mortgage balance should you die. Or your family could completely pay off other purchases such as autos, home improvements, appliances.

As for the remarkably low cost, just show the schedule of benefits and premiums below to any non-Legionnaire friend. Watch his eyes light up with envy at the low rates you can get.

You are eligible to apply for up to FOUR Units of protection, as shown below, if you are a Legionnaire in good standing and under the age of 70. There is normally *no medical exam*—good health is all that's needed. Just fill out the Enrollment Form below, and mail it with the proper premium as shown on the Premium Chart. With insurance company approval, your protection begins the first of the month following the date your enrollment card

is received by the Administrator. You'll automatically receive renewal notices before the end of each year, to remind you to continue your valuable protection.

Remember, American Legion Life Insurance pays *in addition* to any other life insurance you now have. It has fewer standard exclusions than most. It protects you fully even while flying in commercial or military aircraft and while on active duty with the Armed Forces. The only restriction is that no benefit is payable for death as a result of any act of war while in the military, naval or air service or within six months of such service as a result of injuries or disease contracted during service.

So don't wait. It's great knowing that, whatever happens, your family will have enough to keep going and stay together. Get American Legion Life protection—BIG-MONEY PEACE OF MIND—for pennies a day. Fill out, enclose check, and mail Enrollment Form NOW.

Amount of Premium to Mail with your Enrollment

Month Enrollment Card Signed	AMOUNTS TO BE REMITTED FOR:				
	4 Units	3 Units	2 Units	1 Unit	½ Unit
January	\$88	\$66	\$44	\$22	\$11
February	80	60	40	20	10
March	72	54	36	18	9
April	64	48	32	16	8
May	56	42	28	14	7
June	48	36	24	12	6
July	40	30	20	10	5
August	32	24	16	8	4
September	24	18	12	6	3
October	16	12	8	4	2
November	8	6	4	2	1
December	96	72	48	24	12

HERE ARE YOUR AMERICAN LEGION LIFE INSURANCE PLAN BENEFITS

Amount paid determined by age at death (including 15% Bonus for 1971).

Age at Death	FOUR UNITS (Total Coverage During 1971)	THREE UNITS (Total Coverage During 1971)	TWO UNITS (Total Coverage During 1971)	ONE UNIT (Total Coverage During 1971)	HALF UNIT (Total Coverage During 1971)
†through Age 29	\$46,000.00	\$34,500.00	\$23,000.00	\$11,500.00	\$5,750.00
30-34	36,800.00	27,600.00	18,400.00	9,200.00	4,600.00
35-44	20,700.00	15,525.00	10,350.00	5,175.00	2,587.50
45-54	10,120.00	7,590.00	5,060.00	2,530.00	1,265.00
55-59	5,520.00	4,140.00	2,760.00	1,380.00	690.00
60-64	3,680.00	2,760.00	1,840.00	920.00	460.00
65-69	2,300.00	1,725.00	1,150.00	575.00	287.50
**70-74*	1,518.00	1,138.50	759.00	379.50	190.00

*Insurance terminates on the 1st day of January coinciding with or next following your 75th birthday.

**No persons, age 70 or over (including those already insured) will be accepted for new insurance.

†Special age bracket for Viet-Vets.

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2. See chart above for amount of premium to send with enrollment form.

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5. Mail enrollment form and premium to: The American Legion Life Insurance Plan, P.O. Box 5609, Chicago, Ill. 60680.

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Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

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Yes ☐ No ☐ If No, give reason _____

2. Have you been confined in a hospital within the last year? No ☐ Yes ☐ If Yes, give date, length of stay and cause _____

3. During the last five years, have you ever had heart disease, circulatory disease, kidney disease, liver disease, lung disease, diabetes, or cancer, or have you received treatment or medication for high blood pressure or alcoholism? No ☐ Yes ☐ If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

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Applicant _____

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971

☐ I apply for additional Legion Life Insurance: My present certificate number is _____.

THE DILEMMAS OF A SEA-LEVEL PANAMA CANAL

(Continued from page 44)

customers for interoceanic canals, but container and other dry cargo ships appear to follow the same trend toward bigness. Pipelines may furnish alternatives to both ships and canals for interoceanic transport. While it is probably too early to assess all of these possibilities, and 30-year projections are always risky, we can do no better than to face up squarely to the clear implications of the spectacular tanker growth rates of the past decade.

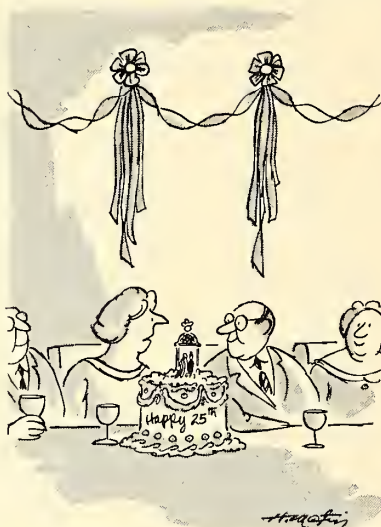
The average length of cargo vessels increased at the rate of about 1% per year for many years up to WW2. At that time the average length and tonnage figures were 630 ft. and 12,000 tons. Tonnage increases much faster than length. By 1959 there was a more than five-fold post-war increase to 69,000 tons. There are now ships afloat in excess of 300,000 tons, more than 1,100 ft. long, with drafts of no less than 62 ft. Already 500,000-ton tankers are under consideration, with drafts of 70 ft.

One modern supertanker carries the same load as six tankers of the wartime T 2 class. Its complement of 30 crewmen compares with the 245 men aboard the smaller ships, and the fuel economy per ton of cargo carried is equally impressive. The tremendous reduction of operational costs realized with these ships spurs the operators and naval architects to speculate where this runaway growth will end. Their present view is that there is still immense scope for further growth. It is probably true that the economic incentives for the ever-larger supertankers are so great that the availability of canals is for them at most a secondary consideration. If the operators recognize in advance that the canal fees are more than they are willing to pay, it can even be said that the newer ships are designed to *avoid* the canals. If the smaller ships cannot stand the competition, they too will be out of the canal picture.

In case we need any reminders that transportation practices are both unpredictable and fast-changing, it is enough to recall the fate of the luxury liners *Queen Elizabeth* and *Queen Mary*, and the impressive fleet of American ships that has almost totally disappeared. Thirty years ago they had a virtual monopoly on transoceanic travel, but now have given way to the much quicker and cheaper airline transportation. Passenger travel on railroads in this country, even more recently, has left the scene for similar reasons. Nobody wants to spend billions for a canal that will fail to attract the business it needs to justify the cost. Economics takes no back seat to technology, nor to politics on the domestic and international fronts.

A serious effort to modernize the United States' antiquated rail freight system is just starting. It emphasizes the faster, cheaper movement of bulk goods by rail. Well before the year 2000, it may increase our transcontinental bulk cargo haulage by land at the canal's expense.

The Anderson Commission expects that we would help pay for building the sea-level canal by raising the tolls now on the present canal. One of its reasons for wanting to delay the start of the new canal as long as possible is to collect a lot of the money for it from higher tolls on the present canal. (As



"Eddie, for the next 25 years could you stop making long stories short?"

an aside, it should be noted that Panamanian agitators have for some years been sloganeering for 50% of all tolls for Panama! While this is only a left-wing slogan drummed into Panamanian students by their faculties, it was first suggested to them by a Panamanian Foreign Minister.)

In any event, the effect of boosting rates on the present canal today to help pay for a sea-level canal tomorrow could be to hasten the obsolescence of the sea-level canal. It could be an extra incentive for shippers to step up their use of supertankers and other alternatives to shipment through the Panama Canal. Canal transit could simply price itself out of the market.

Further inducement for shippers to seek ways to be rid of all canal problems lies in the lesson they learned from the Suez Canal when it reverted to local control. The Suez has been closed so long by Egypt that the world's shippers are getting used to it—and adapting to it. Now American proposals to give Panama immediate sovereignty over the Panama Canal, and future ownership of

it, promises more of the same. Possible Panama Canal closings, due to Latin American rivalries, politics and intrigue, will surely be weighed by all shippers in making their long-range plans, if we ever hand our canal over to local control.

Then there are some far out shipping prospects which may or may not strike a blow at the amount of future traffic that will need canals. The hovercraft is one. Britain is presently running a car-carrying hovercraft across the English Channel on a regular schedule. It skims on jets of air just above the water at high speed, and it could skim just as well above the land. Numerous plans are already afoot for hovercraft of larger size, carrying bigger cargoes, that will skim above the water, and could keep right on skimming over the beach and on inland, at speeds now projected to exceed 80 mph. A hovercraft of such design would need no more than a fairly smooth path of dry earth or paving to come out of the Atlantic, cross the Isthmus and continue on the Pacific. Such a feat is way, way out now in terms of interocean travel, but who wants to make bets about the year 2000? The speed of hovercraft is so great, compared to ships, that their higher cost is not necessarily a sure objection to their eventual economic superiority over ships for many uses.

WHEN ALL is said and done, we *can* build a sea-level canal across Panama if we'll pay whatever it might cost in the end, and if we will agree to whatever Panama wants us to agree to. Not all of the objections should be taken too seriously.

But things are certainly not as they seem. Not all of President Johnson's conclusions used as a basis for the Anderson Commission's study hold water.

He said a sea-level canal would be more modern. Modern is a loose word, one that can mean "real good, better than anything previously," or that can only mean a status symbol. We don't need a sea-level canal just to be "modern," and we would deceive ourselves if we thought we could do even that—for the Suez Canal is the oldest interoceanic canal and it is sea-level. No hard meaning of "modern" has been put forth to justify digging a sea-level canal to achieve modernity.

He said that a sea-level canal would be more economical than the present canal. There are no figures to demonstrate any such thing. It would cost vastly more to build and vastly more to placate Panama. What its total cost would be, nobody knows. One of the exciting expectations bearing on economy rested on the hope that we could dig a new canal with nuclear blasting. When the Anderson Commission found that nuclear blasting was out of the question, the one hope of economy went by the boards.

President Johnson said that the sea-level canal would be free of "complex, costly, vulnerable locks and seaways." But when the Anderson Commission faced up to the great tidal differences at opposite ends of the canal it had to come up with its tidal locks. The use of the phrase "tidal checks" in no way alters the fact that these would be water gates, as locks are.

There is argument among engineers about just how much current could be tolerated by ships passing through a narrow waterway, and about just how much current can be controlled by the proposed tidal checks. Ships going one way will be carried along, those going the other way will buck the flow. The Anderson Commission says that even with the best control, the assistance of tugs will be needed. However, it notes, they are already needed in the present canal, so this is no problem. It may not be a problem, but it's a shift of emphasis away from original claims that the sea-level canal would avoid the complexities of the present one.

The check gates are to be moved alternately into position or out of the channel at intervals of 6.2 hours (or some multiple thereof) in rhythm with the tides. Standard procedure would require that all ships be transited in convoys of up to 46 ships, arriving at a check gate just after it opened. The Commission says it could hold the maximum current to 3 knots. Some experts insist a more accurate figure would be 8 knots, a serious navigational hazard. If they are right, the canal would be out of use during periods of the strongest current, and its capacity would be reduced from the expected 38,000 transits per year. The present canal's capacity is 28,800 transits per year, and its renovation under the best of the Terminal Lakes-Third Locks ideas could boost that to over 30,000.

The rosier view of the tidal problem does not measure up to the "freedom" from "complexities" that was envisioned as basic to the original charge given the Commission.

Yet even if the Commission had to knock the props out from under original notions that we could save money by nuclear blasting, or build a sea-level canal without locks of any sort, such a canal is still feasible, as an engineering possibility.

But what sort of a political trap is it? We now know that Panama wants sovereignty over such a canal from the moment it is started. She wants an initial payment of some amount—and \$10 million has been mentioned. She wants a share of all tolls. She wants to "share" in the defense of the canal—that is to have a say of some vague sort in the defense installations that we would provide. And she wants the whole canal given to her in

(Continued on page 50)

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THE DILEMMAS OF A SEA-LEVEL PANAMA CANAL

(Continued from page 49)

the end. Mr. Anderson, operating separately from his Commission as special treaty negotiator, drew up treaties to cover all these points. Panamanian President Robles, who okayed them, was replaced in the next elections by Arias, who complained that they weren't sufficient.

One of the Anderson Commission's chief objections to modernizing the present lock canal is that Panama would raise unshirted hell, even though we could do it under the present treaty. The present treaty gives us sovereignty in the Canal Zone and all the authority we need to modify the lock canal if we don't alter anything outside the Zone.

THE MORE YOU look into it, the more it seems that in both the United States and Panama, the question of what to do with the canal is being treated in terms of finding a justification to give Panama the kind of treaty she wants. Panama quite clearly wants a sea-level canal as a means to force renegotiation of all past treaties. If this is putting the cart before the horse, it is an aspect that seems to dominate thinking on the subject not only in Panama but in successive administrations in the United States (though not in Congress). The Anderson Commission spoke most offhandedly about satisfying Panama's aspirations with a suitable treaty. John Sheffey, executive director for the Anderson Commission, has asserted that a major purpose of building a new canal is the achievement of "excellent treaty relationships" with Panama.

In Panama, today, Gen. Omar Torrijos is currently threatening us by claiming that he has received Japanese bids to build a sea-level canal. He also claims he could get "foreign financing" for the project whenever he wants it. The Soviet Union, perhaps? Today, Torrijos is sort of the Kingmaker and political boss of Panama.

For 15 years the U.S. has leased the Rio Hato airbase as a defense point for the canal. Torrijos has now refused to renew the lease.

What are the chances of "excellent relationships" if we give Panama sovereignty over any new canal we build (or over the present one), as well as a say in its defense and a pledge to give her the canal outright after some years?

Nobody seems to be looking at what could well happen then. We would not give such things to Torrijos, but to the Panamanian government, whoever that might be. For 20 years the communists have demonstrated that they can pull the political strings in Panama whenever they please. In recent years, with talks of a new canal and new treaties going around, they have been very quiet.

Is a communist revolution possible in Panama? Not today. Mr. Castro would find it much to his advantage to let us build a new canal, and sign away our exclusive defense and sovereignty rights over it first. That is the necessary step to establishing any communist regime as the sovereign rulers of either the present canal or a new one. When we ink a treaty with the present government of Panama, we will ink it with all future Panamanian governments, too. And the treaties we have been considering wouldn't give us a leg to stand on to stay in Panama if a communist government took over and ordered us out. It would be sovereign over the canal by our own say-so. Though



"Boy, I wish that big one would quit wagging his tail!"

THE AMERICAN LEGION MAGAZINE

this very real possibility has been pointed out before, all proponents of the sea-level canal are discreetly silent about it. It is not discussed. It needs discussion.

The engineering, economic and ecological dilemmas of a sea-level canal are as nothing compared to the future political mischief that could arise if we sign away our fundamental rights to control it and defend it as a condition to building it. The miserable, recent history of the Suez could be just a warm-up for Panama after 1985.

What a great pity that we cannot seriously try to cut our own interoceanic ditch from Galveston to San Diego, all on home territory. Short of such a pipe-dream, a new, major canal in Nicaragua, even if it cost three times as much, might be more economical in the long run than a new one in Panama. Nicaragua isn't apt to be nearly as wild-eyed about giving nothing and getting all, and in the long run that may be the critical factor in any proposal to upgrade the canal capacity across the Isthmus. We'd have built the original canal in Nicaragua if Panama hadn't at the last minute then offered us the favorable treaty that she now condemns.

THE END.

HOW OUR AUTOS WILL CHANGE BY 1980

(Continued from page 31)

About half the auto crash deaths in this country every year involve drivers who've been drinking. The NHTSA is asking auto makers to develop a device that would make it impossible for a drunk driver to start his car. One gadget, invented by GM, connects a set of push buttons to the ignition. When the driver inserts his key, a series of numbers flashes on a small panel. They change every time the driver tries to start his car. When the numbers light up, the driver has ten seconds to duplicate the series in correct order on the push buttons. The current test model gives the driver three chances to match the combination. After that, he has to wait a half hour before he has another opportunity to start his car. The idea is that a drunk driver (or a doped one) just won't have the coordination required, while a sober one will have no trouble.

This gadget, or something like it, is now scheduled to appear on all 1975 model cars and those that follow. It should stop drunks from driving. It is likely to be a sizable inconvenience (and perhaps implied insult) to those who don't drink. Of course, nondrinkers may be willing to live with this inconvenience if they remember that they won't have to worry about the trouble drunk drivers might cause them.

PEDESTRIANS account for more than 8,000 traffic deaths every year. If the NHTSA has its way, that figure should drop dramatically in the future. If present plans hold firm, all cars sold after July 1, 1973, will be free of exterior protrusions that could be dangerous to pedestrians. The aim is to create a car whose sheet metal is so contoured that the vehicle can hit a pedestrian as fast as 15 mph and not kill him.

Most of the measures taken by or proposed by the NHTSA should be worthwhile, if auto safety is one of your concerns. Almost none are undiluted blessings, though.

Aside from the technical problems of the air bag and the five-mph bumper, the program as a whole may present some difficulties for drivers and manufacturers alike.

For example, there's cost.

Leo Iacocca, president of the Ford Motor Co., says that with the required new safety and anti-pollution equipment, "the \$2,000 Pinto looks like a \$3,000 Pinto by 1975." Other makers are also worried about prices. Certainly, these costs will be paid for by people like you and me.

Increased cost, the industry fears, will mean decreased sales. "We are faced with costs that may price many people out of

(Continued on page 52)



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HOW OUR AUTOS WILL CHANGE BY 1980

(Continued from page 51)

the market, people who want to own a car and should have the right to buy one," says Roy D. Chapin, Jr., American Motors Corp. chairman.

Naturally, the auto makers are going to do their best to keep prices down—and their best may be a lot better than you'd think. Though wages in the industry have risen by 60% in the last ten years and materials by 40%, car prices have only increased 1.5%. "adjusted for inflation." That's because the manufacturers have increasingly automated and computerized their production lines.

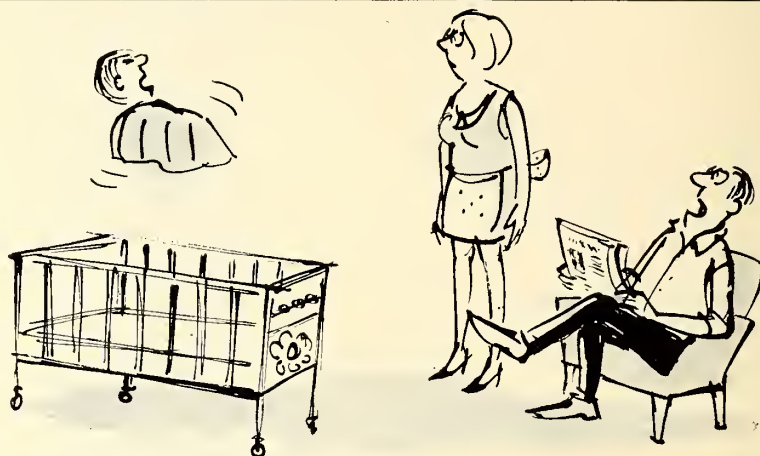
To help keep costs within the reach of the average buyer—even after safety

brand. Some would say this is already the case, though.

There is at least one major pleasure in all of this for Detroit. Foreign car makers are likely to have even tougher times meeting the standards.

The foreign makers will have to run divided production lines, with some models going for domestic consumption, some headed for the U.S. This automatically defeats much of their economy. Little of the added cost will be absorbable, since foreign cars are already sold at low markups.

Compact foreign cars are already crowded with equipment. Putting in all



Gene Dole

"Don't just stand there, Ethel. Burp him!"

THE AMERICAN LEGION MAGAZINE

and pollution devices have been added—makers will work to improve production techniques even further. They'll use cheaper materials whenever possible. They'll simplify designs. They'll reduce the number of models offered, so that more cars share common parts. A drastic drop is already in the works for '72 models. They'll cut down on the number and cost of year-to-year changes, but not so much that buyers won't find a reason to trade in last year's model.

The key to keeping costs down, aside from all the manufacturing gambits, is to keep the weight of each car at approximately today's levels. The industry claims that its rule of thumb—\$1 per pound—holds true no matter how automated the production line. Keeping weight down to a reasonable level will be a major problem in the future, what with stronger roofs, doors and, eventually, frames. This will mean more aluminum, magnesium and plastic in other parts of cars.

All of this—plus standardized dashboards, exteriors without protrusions and a long list of safety devices installed on every car—may tax designers' efforts to make distinctive models. In the end, buyers may have to settle for cars that look pretty much alike, from brand to

the new safety devices will require some fancy shoehorning.

The problems are so serious for the overseas competition that Detroit thinks some importers may pack up and go home. They'll just be unable to sell cars here at a profit. That would be just fine with Detroit. But most of the major foreign makers have denied they're considering quitting. They admit their cars will be more expensive. But so will American cars. They say they're determined to hold on to their share of the lucrative U.S. market.

By 1980, assuming the NHTSA sticks to its guns and the auto makers don't put up any more than token resistance, every auto sold here should be truly safe. Crash deaths should fall to half—or less—their present level. Non-fatal injuries should be reduced in the same proportion. Pedestrians will be somewhat safer. Car crash damage will be greatly reduced and so, probably, will insurance premiums.

And, by 1980, cars are likely to be more expensive, uglier and even more alike than they are now, to the dismay of car owners and car makers alike. But for the 55,000 people who die every year in U.S. auto crashes, the changes seem a small price to pay to live. **THE END.**

THE LIFE OF PHINEAS T. BARNUM

(Continued from page 20)

which was the performance of "Signor Vivalla, a gifted Italian artist" whom he had under contract. Vivalla was really an immigrant named Antonio. He balanced crockery and bayonets on his nose and juggled plates while walking on stilts. His act, on the stage at Franklin Theater in New York, was a smashing success.

In April 1836, Barnum sent his family back to Bethel and joined a traveling circus as ticket seller, secretary, treasurer, and part-time ringmaster. During the next five years he formed and dissolved six or seven partnerships in as many different show-business enterprises. They were all road shows, and expenses seemed to eat up most of the profits. Barnum thought often that what he needed was a permanent showplace. That would have the additional advantage of allowing him more time with his family, which was added to in 1840 by a second baby girl.

THERE WERE two museums full of curiosities in New York. Peale's and Scudder's. John Scudder had paid more than \$50,000 for exhibits—mostly stuffed items or historical waxworks—in his American Museum. He'd made a good living off of it in a building rented from wealthy, retired Francis W. Olmsted. By 1841, Scudder had died and his daughters were losing money trying to run the collection. They put it on the market at the bargain price of \$15,000. "I'll buy it," Barnum told Horace Greeley.

"You're broke and mortgaged to the hilt. What'll you buy it with?" Greeley asked.

"Brass," said Barnum.

Barnum went to Olmsted, the museum's landlord, and proposed that he buy the museum. Barnum would run it, and Olmsted would get all the receipts except \$12.50 a week for Barnum to live on, until Olmsted had the purchase price back. Then it would be Barnum's museum.

"You'll be sure of a tenant, and of an experienced showman to run things," Barnum reminded Olmsted. Olmsted saw the merit of the idea, but he wanted some security.

Barnum offered to put up Ivy Island! He described it as his grandfather had described it to him when he was a boy.

"It was a present from my grandfather, and you can be sure I'll make my payments to you promptly so as never to part with Ivy Island."

Olmsted agreed, sight unseen!

Barnum then talked the Scudder estate into knocking the price of the museum down to \$12,000, with Olmsted to take possession on Nov. 15, 1841. That was a mistake. The directors of the

rival Peale museum got to the estate before Nov. 15 and bought it out from under Barnum for the full \$15,000. They put up \$1,000 and promised the rest on Dec. 26.

Barnum was furious, but he wasn't licked. He got the Scudder estate secretly to agree to sell Olmsted the museum on



Dec. 27, if the Peale directors didn't close the deal as promised on Dec. 26. P. T. had found out that the Peale museum had new directors who were speculators, not showmen. They planned to sell \$50,000 worth of stock in the Scudder collection to the public, then leave it in the hands of the stockholders.

Barnum went to the papers with stories warning the public against the stock. The Peale group responded by offering Barnum \$3,000 a year to run the museum if he'd shut up. Barnum agreed, saying, "I ever try to serve the interests of my employers."

His "employers" then waited for the effects of Barnum's bad publicity to wear off before pushing the stock again. They waited right past Dec. 26—suspecting nothing, fearing nothing, making no payment to the Scudder estate. On the 27th, Olmsted bought the museum and turned it over to Barnum, who then advised the Peale group that as the proprietor of the American Museum he would let them in free "until further notice."

Barnum's American Museum opened on Jan. 1, 1842, after he'd spent four busy days and nights making its five stories gaudier and brighter. Horace Greeley, whose new paper—the New York Tribune—was nearby, dropped in to help.

"My friend," said P. T., "Barnum's American Museum will be the ladder by which I rise to fortune."

And it was.

Only one of Scudder's exhibits really pleased Barnum—the shrunken arm of a pirate named Tom Trouble. The rest

(Continued on page 54)



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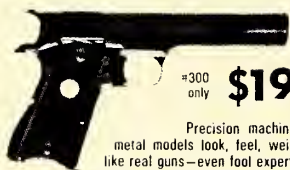
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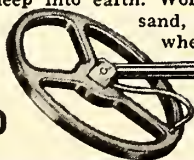
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THE LIFE OF PHINEAS T. BARNUM

(Continued from page 53)

were all too dead for his taste. He livened the museum up with knife throwers, magicians, rope dancers, jugglers, ventriloquists, fire-eaters, Indians in war-paint, "living statues," glass blowers and dogs "that played dominoes."

To the thousands of relics and oddities in the museum he added an 18-inch scale model of Niagara Falls, and dioramas of the Creation, the Deluge, a storm at sea and a Fairy Grotto. He put in live snakes, a rhinoceros, a giraffe, an orangutan and two grizzly bears. He added gypsies, giants, fat boys and girls and a bearded lady.

Very shortly his basic ad was accurate. "There is not another place in the United States where so much can be seen for 25¢ (children half price)..." He had a band playing on a third floor balcony over Broadway, which Greeley said played as loud as it could to drive people inside. P. T. put on dog shows, bird shows, baby shows and poultry shows. He staged America's first Punch-and-Judy show. In a Moral Lecture Room, biblical dramas, temperance plays and, later, "Uncle Tom's Cabin" were enacted. The museum opened at sunrise each day to accommodate travelers who had work to do later.

Barnum worked day and night running things, planning shows and stunts and writing ad copy.

One day he hired a man to place five bricks silently at various spots on the sidewalks outside, then rotate them in a rigamarole that ended with the man passing through the museum and out again to rotate them again. In a half an hour, 500 people were curiously watching him, and some followed him into the museum (buying tickets). This went on for days, drawing ever bigger crowds until the police made him stop because traffic was being obstructed. That got into the newspapers, and fresh crowds flocked to the museum just to see Barnum!

In 1842, Moses Kimball, a Boston museum owner, got an item from the son of a sea captain who'd bought it in Calcutta in 1817. Kimball preferred to sell it to Barnum rather than show it himself. It was a "genuine, preserved mermaid"—a small, grotesque monkey's

torso sewed to the tail of a fish so cleverly that Barnum's staff naturalist couldn't tell how it had been done. Barnum bought it pronto, and quietly put it away. Soon New York papers were printing out-of-town reports that a British scientist had discovered the body of a mermaid taken in the "Fejee" Islands and preserved in China. Dr. J. Griffin, it was said, was even then passing through New York to take the mermaid to the Lyceum of Natural History in London. He would let few people look



"Your boss said he could understand you feeling indisposed on a day like this and somebody from the office will be at the first tee with your severance check."

THE AMERICAN LEGION MAGAZINE

at it. Reporters asked Barnum why he didn't book Dr. Griffin and the mermaid. "I tried," he told them. "I'll try again." The London Lyceum, it seemed, didn't like to exhibit scientific specimens to the merely curious.

Several newspaper articles later (illustrated with pictures supplied by Barnum of a beautiful girl with a fishtail) it was announced that Dr. Griffin had agreed to a six-day exhibit of his own in the Concert Hall, at 25¢ a head.

Of course, Barnum had rented the Concert Hall, and his one worry was that reporters might recognize that "Dr. Griffin" was actually Levi Lyman, the Yankee lawyer who'd helped Barnum exhibit Joice Heth.

But it went off smoothly, with Lyman giving a good lecture and selling "scientific" pamphlets on mermaidology. When the six days were up, the papers said that Dr. Griffin would let Barnum show the mermaid in his museum, if he'd make no extra charge. Barnum made no extra charge. But he said later

that in the first four weeks of showing the mermaid, museum receipts were up about \$2,100. Then he sent the mermaid on tour. There was criticism that the mermaid was a hoax. It certainly wasn't a beautiful girl (see picture of it on page 17). Barnum said that if it was manufactured it was a work of art, and "anyway, there should be poetic license even in mermaids."

In November 1842, P. T. spent a night in Bridgeport, Conn., with his brother, Philo, who managed the Franklin Hotel there. Philo brought to the hotel, at P. T.'s request, a tiny five-year-old child named Charles S. Stratton, the son of Sherwood Stratton, a Bridgeport carpenter. Charles was only 23 inches tall and weighed less than 16 pounds. But he was perfectly formed, bright-eyed and in the best of health. He was a true midget. His family were all of normal size, and he'd been a normal baby until he stopped growing at seven months and 15 pounds.

It didn't take Barnum long to talk the child's father into accepting \$3 per week, plus all expenses for the boy and Mrs. Stratton, for Charlie's "services." Barnum asked for only a four-week contract, as he feared the midget might start growing again.

IN NEW YORK, Barnum changed Charlie's name, rank, age and origin. He advertised, "P. T. Barnum presents: General Tom Thumb! The Celebrated Dwarf Eleven Years of Age! Just arrived from England!"

To P. T.'s delight, Charlie, though shy, had natural theatrical instincts. He readily learned to sing, dance and tell jokes. Charlie and his mother lived with the Barnums next door to the museum, and P. T. played with him just as he did with his own little girls, who now numbered three. Barnum told Charlie about Thomas Thumb who rode a mouse at King Arthur's court, and about David slaying Goliath. The once timid Charlie Stratton speedily turned into a proud, eager General who enjoyed strutting around in the fancy uniforms Barnum designed for him.

Tom Thumb was a sensation who packed the Lecture Room for two performances daily. Barnum renewed his contract for a year at \$7 a week and a year-end bonus of \$25, with permission to show him anywhere in the U.S. as long as both parents were along, expenses paid.

After that, when Barnum had other new "fantastic discoveries" at the museum, he'd send Tom Thumb on a tour, managed by a staff member. He always showed to full houses.

By the spring of 1843, Barnum was not yet 33 years old. He'd had the museum slightly more than two years, and Mr. Olmsted had been paid in full.

(Continued on page 56)

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THE LIFE OF PHINEAS T. BARNUM

(Continued from page 55)

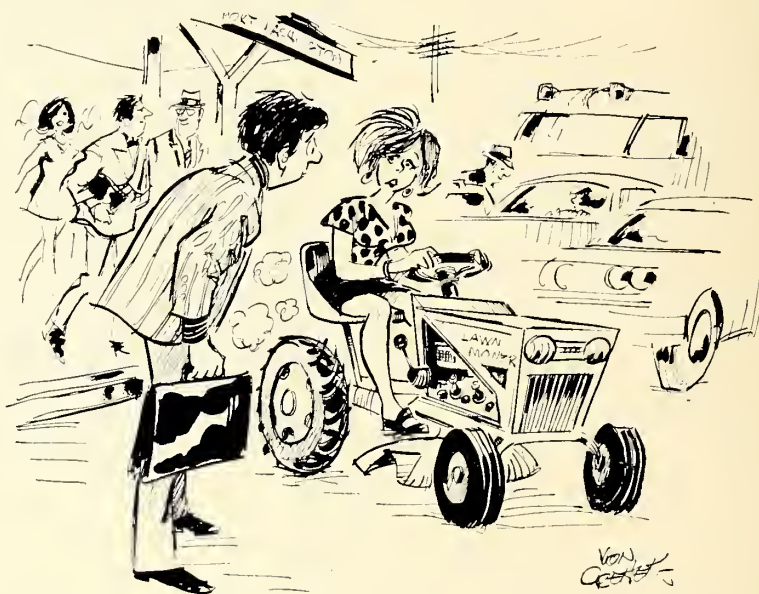
Barnum absorbed the Peale museum following its failure early in 1843, and he advertised, "Double Attraction—Two Museums in One—No Extra Charge." As the "proprietor of the world's greatest museum," he started dressing in a fine black suit and a tall silk hat.

Later that year, Barnum had the front exterior of the museum painted with panels showing gaudy pictures of strange animals, birds and sea serpents. Crowds always gawked at the panels and so many went inside that profits increased by \$100 a day. None of the creatures shown could be seen inside—but then,

ever bigger exhibition halls to show off his little performer. On January 1, 1845, Barnum gave the seven-year-old midget half interest in their partnership, and after that Tom Thumb netted over \$100,000 a year.

In October 1844, Barnum made a short trip home to attend to museum business and bring Charity and his two daughters to Europe. His third daughter had died the previous April while he was away. He and Charity were to have a fourth daughter on March 1, 1846.

Early in 1845, the Barnums and Strattons began a triumphant tour of France



"The car wouldn't start!"

THE AMERICAN LEGION MAGAZINE

the Prince of Humbugs had not said that any of them could.

In January 1844, Barnum took Tom Thumb to Europe on tour. P. T. had a little difficulty arranging a command performance at Buckingham Palace with Queen Victoria, but he got it after he told the Master of the Royal Household that the King of France wanted the General brought to the French court. For the command performance, Barnum was in court dress with knee britches, white silk stockings and buckled pumps. Tom Thumb was in brown velvet adorned with cut-steel buttons, frilled white shirt, and cocked hat. He carried a six-inch sword. The wee performer sang and danced and was a great success, although he had trouble backing out of the Royal presence when the Queen's poodle started chasing him. Tom Thumb turned, ran and jumped into Barnum's arms. The English court roared with delight, and the pair was commanded to visit Buckingham Palace two more times. Punch, the English magazine, called the midget "The Pet of the Palace." P. T. had to rent

and Spain. Before the two families sailed for home from England in February 1847, Barnum had almost closed a deal for the purchase of Shakespeare's home and Lord Byron's tree. But some indignant Britishers stepped in and cancelled that effort.

BARNUM BROUGHT home a number of foreign curiosities for his museum, including some picturesquely dressed, mustached "Swiss Bell Ringers," who, before encountering P. T. Barnum, had been English, plainly attired and clean-shaven.

In November 1848, the Barnum family's first permanent home, Iranistan, was ready for occupancy in Bridgeport, Conn. It was modeled after the oriental pavilion built in Brighton, England, by King George IV many years earlier. Set in a 17-acre park, Iranistan was a \$200,000 architectural monstrosity, 124 feet across the front and three stories high. It was a bizarre combination of domes, spires, turrets, minarets, piazzas and lattices. Inside, there was a dazzling

mixture of rosewood, Florentine marble, handsome tapestries and Italian statuary. The drawing room had a white-and-gold ceiling, mural panels and mirrored folding doors. P. T. Barnum's private study had furniture of rosewood and walls hung in orange satin brocade.

On Nov. 14, 1848, the Barnums had a housewarming party attended by 1,000 guests, including dignified clergymen, rowdy show people, plain people of Bridgeport and world celebrities.

The Strattons built a new home in Bridgeport, too. The \$30,000 structure included a full-sized apartment for the full-sized Strattons and a scaled-down apartment with doll-sized rosewood furniture for Charlie.

WHILE TRAVELING with Tom Thumb in 1848, Barnum saw a "woolly horse" in Cincinnati. It was a small, well-formed animal with no mane and an almost hairless tail but with body and legs covered with thick, fine, very curly "wool." He made a tidy sum on it claiming that it had belonged to Col. John Charles Frémont and that it was "extremely complex, made up of a horse's size, a deer's haunches, an elephant's tail, a camel's color, and the curly wool of a sheep, with some resemblance to a young buffalo."

Barnum's "Astounding Dancing Turkeys" were a popular museum attraction. Few observers suspected that the birds "danced" because the "wooden" floor of their cage was heated metal. They seemed to be whirling to the baton of a "European professor."

Barnum brought Jenny Lind, then the world's most celebrated soprano, to America in September 1850, for a concert tour. His inspired promotion and clever management, along with the "Swedish Nightingale's" golden voice, made the tour a triumphant success. Barnum's advance hoopla drew a crowd of 30,000 to the foot of Canal Street to see the singer arrive. She opened at Castle Garden, the city's largest auditorium, on Sept. 11, 1850, to an audience of some 7,000. Jenny Lind gave 95 concerts in 19 cities, with P. T. Barnum working hard to keep the moody star happy. There were rumors of a romance between the 40-year-old Barnum and his 30-year-old Nightingale. True or not, and there is no evidence that they were true, such rumors made fine free publicity. The tour grossed \$712,161, of which Barnum's share, before expenses, was \$535,486.

The only show-business personalities with whom Barnum was never able to establish a pleasant relationship were Chang and Eng, the "Chinese Double-Boys," for whom P. T. coined the name "Siamese Twins" after they came to his museum. The quarrelsome pair strongly disliked Barnum's methods and ex-

hibited only when pressed for funds; but then, as Barnum said, Chang and Eng even hated each other.

In the summer of 1855, Barnum—just turned 45—retired from active show business. He had a lot of money, a steady source of income from his half of Tom Thumb's exhibition, and he was busy "building the city of East Bridgeport." He sold the museum collection and his lease on the building to two former assistants.

But he promptly ran into twin disasters. He lost more than a half-million dollars in an investment in a clock company that went bankrupt. In 1857, Iranistan burned to the ground. The little insurance and the sale of the grounds were applied to his clock company debts. He returned to show business, starting with Tom Thumb in Europe. By 1860 he'd paid off his debts, and that same year the museum's new owners were glad to sell it back to him. Lacking P. T.'s flair, they'd done poorly. Barnum soon had the crowds back to see a hippopotamus, Indian chiefs and a cherry-colored cat. It was an ordinary black cat, the color of black cherries. When business lagged, Barnum paid a customer to sue him, alleging that the bearded lady was a man. The trial was a sensation. The bearded lady's husband swore she was the mother of his child, and a doctor testified she was a woman, while spectators had to take it on trust. After that, huge crowds came to the museum not to stare at her beard, but to wonder about her.

DURING THE winter of 1861-1862, Barnum signed contracts to exhibit two more midgets. One was George Washington Morrison Nutt, an 18-year-old, 29-inch, 24-pounder from New Hampshire whom Barnum commissioned "Commodore Nutt." The other was Mercy Lavinia Warren Bump, a 21-year-old, 32-inch, 29-pound Massachusetts school teacher whose name the showman shortened to Lavinia Warren. Barnum brought Tom Thumb in from tour and exhibited his three midgets in company with giantess Anna Swan of Nova Scotia, who was 17 years old, an inch short of eight feet tall, and weighed 413 pounds. Tom Thumb by this time was 24 years old, 35 inches tall, and weighed 47 pounds.

General Thumb and Commodore Nutt both fell head-over-heels in love with Miss Warren. Their triangle made front-page newspaper copy. With the announcement of Lavinia's engagement to Tom Thumb, museum receipts jumped to \$3,000 a day. Barnum did everything he could to postpone the wedding, finally offering Tom \$15,000 to delay it one more month. The General refused. He and Lavinia were married

(Continued on page 58)



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THE LIFE OF PHINEAS T. BARNUM

(Continued from page 57)

with Barnumesque pomp in Grace Church, New York City, on Feb. 10, 1863. Lavinia's midget sister, Minnie, was maid-of-honor and a reluctant Commodore Nutt best man.

Charlie and Lavinia lived together happily until he died of apoplexy in 1883. Lavinia lived until 1919. Although she had a second husband (a three-foot nine-inch Italian count eight years her junior), she was buried, at her request, in Bridgeport next to the General.

WHEN BARNUM's American Museum burned down twice in the 1860's, he retired from show business a second time. He served a term in the Connecticut legislature. But he yearned for the old life and in 1871 he put together "Barnum's Great Traveling Museum, Menagerie, Caravan, Hippodrome and Circus." He remained a circus man for most of the rest of his life. He revolutionized the business by putting "The Greatest Show on Earth" on rails, allowing it to travel as much as 100 miles a night, from large town to large town.

Barnum installed the circus in a huge winter showplace on 14th Street in New York City. Fire destroyed it in 1873, but in three months he had an even bigger circus ready to go. A year later he built the world's largest arena in New York for winter display of the circus. In November 1873, Charity Barnum died. Ten months later Barnum married Nancy Fish, an English girl who was 40 years his junior. Nancy accompanied him wherever he went during his remaining 17 years, which his contemporaries claimed were the happiest of his life.

In 1881, he joined forces with showman James Anthony Bailey, and after

that it was "The Barnum and Bailey Greatest Show on Earth." The crowning achievement of this new partnership was the acquisition from the London Zoo of Jumbo, the world's largest captive elephant, which he advertised as a "mastodon." When Barnum's agent in London cabled that Jumbo was lying in a London street and refused to move, Barnum replied, "Let him lie as long as he likes. Great advertisement."

Barnum estimated that Jumbo cost him \$30,000 and brought \$336,000 into the box office in six weeks. When Jumbo was accidentally killed in an Ontario railroad yard in September 1885, Barnum cried and the world was saddened.

When all the rest of Barnum's history is forgotten, he will have left us the heritage of the word "jumbo" to mean something of great size.

In November 1887, fire struck Barnum a fifth time. This time the circus had just gone into its new winter quarters at Bridgeport. Barnum, then 77, suffered a \$250,000 loss on which he had only \$31,000 insurance.

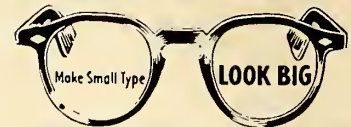
After that, P. T. turned over active management of the circus to Bailey, but he stayed with it. When they took a huge new show to London in 1889, someone asked Bailey what was its biggest attraction. "P. T. Barnum," Bailey answered.

On April 7, 1891, after planning his own funeral, Barnum died quietly in Bridgeport, in his 82nd year. His last words asked the amount of the Big Show's receipts in Madison Square Garden the previous day.

His estate came to \$4,100,000, much of which was left to charities. So he didn't sell Ivy Island "pretty cheap" after all.

THE END

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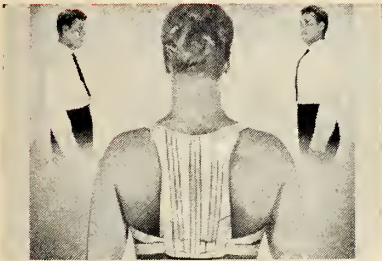
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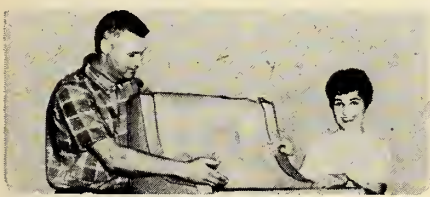


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PARTING SHOTS



"This looks like the best fight the couple next door has ever had."

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HOW TO PICK A CHAUFFEUR

A wealthy landowner in England advertised for a chauffeur. From the letters of application he selected the three most promising men. When they arrived for the interview, he took them to the top of a cliff near his home. He asked each how close he could drive to the precipice.

The first man boasted that he could drive within a few inches.

The second man more modestly estimated that he could drive within a couple of feet.

The third man, unnerved by the whole idea, gulped and said he wouldn't care to drive within a mile of the place.

He got the job.

DOROTHEA KENT

JUST A LICK, NO PROMISE

In the bakery, the proprietor's small daughter stood guard behind the cream-puff counter.

"Aren't you tempted to eat them?" asked a solicitous customer.

"Of course not!" replied the tot with dignity. "That would be stealing. I only lick them."

H. E. MILLHAM

SOME IMPROVEMENT.....

A deaf old gentleman decided that a hearing aid was too expensive, so he got an ordinary piece of wire and wrapped it around his ear.

"Do you hear better now with that wire around your ear?" a friend asked.

"No, but everybody talks louder."

LUCILLE J. GOODYEAR

HORSE LAUGH

People were happier back in the horse-and-buggy days. They had a stable economy.
WALT STREIGHTIFF

DON'T CALL ME, I'LL CALL YOU

The social dates on my calendar,
Always look like fun.
When they stretch a week or two ahead,
I prize them, every one.

But on the night that each falls due,
I blame myself completely,
That I didn't develop some prior excuse,
And say no very discreetly.

EUGENIE BECK DOWLING

BAD MOUTH

Town Gossip: Prattlesnake.

DAN BENNETT

CATASTROPHIC

Since plunging into water
Gives cats a fearful fright,
How do the folks in Venice
Put Pussy out at night?

PAUL TULIEN

AGE OLD STORY

Women who look for sugar daddies wind
up with gray blades.

RAYMOND J. CVIKOTA

MY ACHING BACK

Though my symptoms are not
Entirely clear,
What I'm suffering from
Is milestones, I fear!

THOMAS USK

THINK ABOUT IT

A miser makes a wonderful ancestor.

LUCILLE S. HARPER



"There goes six weeks of
dieting down the hatch."

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THE WINDSOR GUARDSMAN



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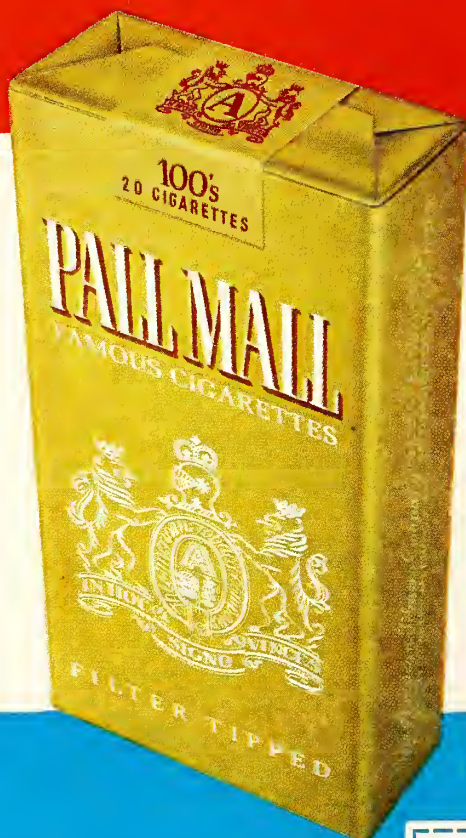


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